REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,559.—New Series. BOMBAY :—THURSDAY, MAY 1, 1873. Subscription in Advance. {For a Year.....Rs. 42 / For Six Months..Rs. 24} Including Postage.

THE BOMBAY GAZETTE.

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All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,434 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

May 1873.		May 1873.	
Leave BOMBAY	3	Leave Alleppy	9
,, Ratnagherry	4	,, Tuticorin	11
,, Vingorla	4	,, Colombo	12
,, Goa	5	,, Galle	13
,, Carwar	5	,, Nacapatam	16
,, Mangalore	6	,, Madras	18
,, Cannanore	7	,, Coconada	20
,, Tellicherry	7	,, Visagapatam	21
,, Badagherry	7	,, Bimlipatam	21
,, Calicut	8	,, Gopaulpore	22
,, Beypore	8	,, Point Pedro	23
,, Cochin	9	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line home or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAROMERAH, and BUSREH.

The s.s. CASHMERE, 1,082 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

May 1873.		May 1873.	
Leave BOMBAY	13	Leave BUSREH	29
,, Kurrachee	18	,, Fao	28
,, Guadur	14	,, Bushire	30
,, Muscat	16	,, Bahrein	31
,, Bunder Abbas	18	,, Linga	June 2
,, Linga	20	,, Bunder Abbas	3
,, Bushire	24	,, Muscat	5
,, Kuweit	24	,, Guadur	7
,, Fao	24	,, Kurrachee	11
Arrive BUSREH	25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KUERACHEE, 510 Tons, 120 H.P., Commander R. Henderson, will be despatched on FRIDAY, the 2nd May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL via SUEZ CANAL.

To leave 16th May positively.

THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'Neill, 1,060 Tons Net Register, has very superior accommodation for First and Second Class Passengers, and expects to make the passage Home in 27 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class	Rs. 500
Ditto Second Class	,, 300
To SUEZ. First Class	,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 16th May.

THE s.s. XANTHO, 1,800 tons, 250 H.P., nominal, William Cozens, Commander, will leave as above. She has excellent accommodation for First and Second Class Passengers, with Saloon on Upper Deck and carries a Surgeon and Stewardess. Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board,

FIRST CLASS	Rs. 500
SECOND CLASS	,, ,, 300

For passage and further particulars apply to

GRINDLAY, GROOM & Co.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 24th, on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£16	£6	
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	38	25	10	
Messina	50	34	14	Including Wines.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	Without Food.
Marseilles(transhipment at Genoa)	59	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

INDUS ..... 3,478 Tons ..... 500 H.P., on 12th May.

FARE.

First Class	Rs. 660
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,
6, CHURCH LANE, BOMBAY,
EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission. Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates.

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.

HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

Southampton. Liverpool.

KING SEYMOUR & Co. KING, BALLIE & Co.

Calcutta.

KING, HAMILTON & Co.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 5th May, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. CEYLON, (2,012 tons, and 450 H.P.), Captain Robert Methven, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY.

(VIA THE SUEZ CANAL.)

NOTICE.—The s.s. ARABIA will sail on THURSDAY, the 1st May, at 9 o'clock A.M. Passengers are requested to be on board by 8 A.M.

VOLKART BROTHERS,
Agents R. Rubattino Steam Navigation Company.

Bombay, 29th April 1873.

NOTICE.—CONSIGNEES of CARGO per s.s. CHANCELLOR are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY of their respective GOODS at once from the Bunder, as the same is liable to rent after short delivery or damage to Cargo, unless settled before the departure of the Vessel from Harbour, will not be entertained.

WALLACE & Co., Agents.

Bombay, 29th April 1873.

NOTICE to CONSIGNEES per s.s. POTOMAC.—The s.s. POTOMAC having arrived from Liverpool under general average, occasioned by a collision necessitating the putting back to Liverpool, and the discharge of Cargo, Consignees are requested to sign the Average Bond and to pay a Deposit of 10 per cent. according to Shipowners' instructions on the value of their goods on account of general average expenses, to Mr. T. Lidbetter, Average Adjuster, Apollo Street, after which the Undersigned will grant DELIVERY ORDERS on the presentation of BILLS OF LADING, accompanied by the Deposit Receipt,

MERWANJEE NUSSERWANJEE,
Agent for Captain and the Owners of the s.s. Potomac.

Bombay, 28th April 1873.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

AUCTION SALE of Office Furniture, in Forbes Street.

THIS DAY, THURSDAY, the 1st May, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at the Office of Messrs. Volkart Brothers in Forbes Street, the following old office furniture and fancy goods : consisting of office tables, chairs, black-wood and cane-seat boards, iron safe, copying press, cutlery, assorted samples, marble time-pieces and clocks, padlocks, &c., &c.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 1st May 1873.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

AN AUCTION SALE of Handsome Household Furniture, Carriage, Horses, Glass, Crockery, and Plateware, &c., &c., at Nestit Lane, Mazagon, in the compound of Messrs. Glover and Co., Contractors.

On WEDNESDAY, the 7th May, Messrs. DINSHAW HORMUSJEE and Co. have been instructed to sell by Public Auction at the above-mentioned place, the property of T. J. Dewar, Esq., going up-country, the same comprises glass, porcelain, and plateware, handsomely carved furniture, comprising a set of mahogany dining tabl for 12 persons, sideboard, servants, reclining couches, conversation couches, carved, ottoman, pier and side tables, drawing-room and easy chairs, centre tables, carved, book a d music stands, dining-room chairs, wardrobes, presses, compounds, dressing and wash-hand tables, plated 4 light and single hanging and table argand lamps, cutlery, carpets, and sundry miscellaneous articles, &c., &c.

AT 3 P.M.

One handsome Cab, a pair of fast-trotting carriage horses, (one grey and the other chesnut), goes in single and double harness.

No Catalogues, and the property will be on view, 4 days before the day of sale.

AUCTION SALE of Valuable Household Furniture, a set of rich Cut Flowered Glassware, Dinner and Dessert Service, Plated Articles, a Mahogany Sympathetic Square Piano, by Soundy and Co., Carriages, Horses, &c., at the Bungalow, No. 100, at Mount Pleasure Road, Malabar Hill.

On TUESDAY, the 20th May, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by Public Auction, at the above named place, the valuable and handsome household furniture, a set of rich cut flowered glassware, tea, dinner, and dessert sets, best plated articles, cutlery, drawing, dining, and bedroom furniture, a mahogany sympathetic square piano, by Soundy and Co., carriages, horses, &c., the property of T. F. Purnett, Esq., intending to proceed to Europe shortly. The full particulars of Sale will appear hereafter.

DINSHAW HORMUSJEE & Co.

Bombay, 1st May 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome Household Furniture, best Plated, rich Crockery and Glassware, Piano, Carriages, Horses, &c., at Upper Colaba.

The date will be fixed hereafter. Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of Capt. Warner.

Full particulars will be given hereafter.

AUCTION SALE of valuable and Handsome Household Furniture, Plated Glass and Porcelainware, &c., at No. 38, Malabar Hill.

On TUESDAY, the 6th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of J. G. Pickering, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, Porcelainware, a full-toned Grand Square Piano, a first-class English-built Miniature Brougham, by Griffiths, a handsome fast-trotting Black Australian Horse, Plants, &c., at Hummum Street, Fort.

On MONDAY, the 2nd instant Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, Brougham, Piano, a first-class English-built Miniature Brougham, by Griffiths, a handsome fast-trotting Black Australian Horse, Plants, &c., at Hummum Street, Fort.

On FRIDAY, the 2nd instant Messrs. BENNETT and Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, Brougham, Piano, the property of A. F. Soundy, Esq. The same comprises rich star cut glassware, dinner, breakfast and dessert services, best plateware, such as hotwater, curry dishes, cruet, pickle, and liqueur stands, tea pitcher, waiter, a mahogany case containing a set of best electro-plated King's pattern spoons and forks, a ditto containing dessert knives and forks, table and piano candlesticks, cutlery, &c., richly carved, seasoned black-wood furniture, such as a round dining table for 10 persons, sideboard, dining-room chairs, screens, circular, pier and carved tables, easy, rocking and drawing-room chairs, conversation and round backed sofas, chiffonier, handsome drawing-room carpet, gas chandeliers, hanging cane screens, fender curtains, photographs, cane bedstead, couch, dressing and washing tables, toilet and pier glasses, clothes presses, chest of drawers, dispense articles, cooking utensils, &c., &c.

AT 2 P.M.

A first-class English built light Miniature Brougham by Griffiths, made to order, nearly new.

A handsome fast-trotting black Australian horse.

A set of English plated mounted single harness, &c.

Catalogues are published and the property is now on view.

AUCTION SALE of Valuable and handsome English Walnut-wood and richly carved Blackwood Household Furniture, Plated, Glass, and Porcelainware, a handsome English-built Mail Phaeton, a serviceable Grey Arab Horse, a splendid collection of Ferns, Orchids, and a great variety of choice and rare plants, &c., at the Rock, Mount Road, Mazagon.

On SATURDAY, the 3rd instant, Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence, at the above-mentioned place, the valuable and handsome Household Furniture, &c., the property of F. D. Parker, Esq., the same comprises, rich cut glassware, dinner and breakfast services, handsome china dessert set, best plateware, such as hotwater and vegetable dishes, cruet, pickle and cake frames, tea set, toast racks, wet ers, a mahogany case containing a set of best electro-plated spoons and forks table and chamber candlesticks, cutlery, &c., handsomely carved blackwood furniture, such as a round dining table for eight persons, sideboard, dini g-room chairs, screens, handsome English walnutwood drawing-room suit, consisting of drawing-room table, easy and drawing-room chairs, half-backed sofa, all covered with rich green damask, richly carved pier tables, centre ottoman, whatnots, hat-stands, handsome China vases, figures, Japanese bronze figures, English iron bedstead, and camp cot, cheopatra cane hes, dressing and washing tables, clothes press, cupboards, iron treasury chest, dispense articles, cooking utensils, iron stoves, a splendid collection of choice plants in China and earthen pots, &c., &c.

AT 2 P.M.

A handsome English light Mail Phaeton with a powerful Grey Horse and Harness.

Catalogues are published, and the property will be on view, this afternoon.

AUCTION SALE OF 68 BALES FULL PRESSED COTTON.

THIS DAY, THURSDAY, the 1st instant, at 4 p.m., Messrs BENNETT & Co. are instructed to sell by Public Auction, at Colaba, in the jutha of Messrs. Ruttonsey Pooney & Co., and by order of Messrs. Ruttonsey Pooney and Co., and Bharmull Bhojraz, and on account and at the risk of Messrs. Grendon, Tippett & Co., the First purchasers of the said bales.

40 Bales of Full Pressed Cotton.
28 ,, ,,
68

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelainware, a first-class Piano, &c., at Cumballa Hill.

On TUESDAY, the 13th instant, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of H. E. Ashley, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass, and Porcelain ware, Carriages, Horses, &c., at Breach Candy.

On THURSDAY, the 8th instant Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence at the abovementioned p ace, the Valuable and Handsome Household Furniture, &c., the property of HENRY FOREMAN, Esq.

Full particulars will be given hereafter.

BENNETT & Co.

Bombay, 29th April 1873.

SALES BY AUCTION.

MENESSE AND COMPANY.

THIS DAY, THURSDAY, the 1st May, Messrs. MENESSE & Co. will hold their usual Weekly Auction Sale, at their Rooms, a quantity of grey and colored piece-goods, twist, &c., &c.

20 Cases of Silk Border Dhoties.
7 Bales Grey Shirtings.
5 Cases Yellow Prints.
1 Case Silk Velvet.

MENESSE & Co.

Bombay, 1st May 1873.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE of TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "Guide" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India corrected up to date. The "Guide" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

Price—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at

The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

On SATURDAY, the 3rd May, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's S.S. BANGALORE, 2,063 Tons and 500 H.P.) Captain G. C. Burke, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent.

3, Rampart Row, 30th April 1873.

AGRA BANK (Limited).—NOTICE.—Mr. W. S. D. BLACKHALL will act as MANAGER of this BRANCH from 1st proximo, during my absence on leave, or until further notice.

By Order of the Directors,
FRED. T. ATKINS,
Officiating Manager.

Bombay, 30th April 1873.

BOMBAY SCOTTISH ORPHANAGE SOCIETY.—A SPECIAL GENERAL MEETING of the MEMBERS of the BOMBAY SCOTTISH ORPHANAGE SOCIETY will be HELD in the Vestry of St. Andrew's Church, on MONDAY, the 5th instant, at 5 P.M., to consider the question of registering the Society under Act XXI. of 1860.

By Order of the Committee,
FRANK A. SPENCER,
Honorary Secretary.

BASS' BEER, bottled by Stone.—A fresh Consignment (Quarts and Pints) now landing ex Steamer XANTHO.—Apply to

LYON & Co.

WANTED OVERSEERS for the LOCAL FUNDS DEPARTMENT of this District. Applications to be submitted to the Local Fund Engineer, Tanna, before the 15th proximo.

J. W. ROBERTSON,
Collector and President Local Fund Committee.

Tanna Collector's Office, Mulliani, 26th April 1873.

CUTLER, PALMER AND CO.'S WHITE LABEL COGNAC, Rs. 20 per dozen.

SPECIMEN STAMP.

PARTICULARS ON APPLICATION.

TEAS! TEAS!! TEAS!!!

SEASON 1872-73.

THE Undersigned have always on hand the well-known and much appreciated Himalayan

DUMLOTE TEAS,

which have a richness and delicacy of flavour second to no Tea produced in India. These Teas are grown on the same range of Hills as the celebrated KOUSANIE TEAS, and manufac ured by men trained under the Chinese Tea Makers on the Kousanie Plantation :—

	Cash.	Credit.
	Rs. a.	Rs. a.
SOUCHONG, in 1 lb. Packets	Per lb. 1 12	2 0
PEKOE SOUCHONG, in 1 and 2 lbs. Packets and in 5 lbs. Boxes	,, 2 0	2 4
PEKOE MIXTURE, in 1 and 2 lbs. Packets and in 5 lbs. Boxes	,, 2 0	2 4
PEKOE, in 1 lb. Packets	,, 2 2	2 6
ORANGE PEKOE, in 1 lb. Packets	,, 2 4	2 8

Purchasers of 25 lbs. and upwards are allowed 10 per cent. discount.

Liberal discount is allowed for Wholesale Purchases.

D. P. BATHA & Co., Sole Agents.

Elphinstone Circle, Fort, opposite the Custom House, Bombay.

SUN FIRE OFFICE, LONDON, ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

NOTICE.—FOR SALE, a full sized CURRICAL TONGA, with a set of Plated-mounted English-made CURRICAL HARNESS.

ALSO, TO BE LET, a furnished BUNGALOW at BREACH CANDY ; and all kind of information to be had, such as buying and selling, &c.—Apply to

JAFFER SULLIMAN & Co.

NOW READY,

THE INDIAN TRAVELLERS' GUIDE FOR MAY 1873.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide having a large circulation amongst Travellers, by all and otherwise, is a most effective medium for Advertisements.

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Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

Agents :—

Bombay.....Thacker, Vining & Co. ; J. and W. Watson & Co.; Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms ; Messrs. Cooper & Co. ; Auckland Hotel ; Byculla Hotel ; and Messrs. Atmaram Sagoon & Co.
Allahabad.....Kellner & Co.
Alexandria.....D. Robertson & Co.
Bangalore ..... "Spectator" Office.
Calcutta ..... Wyman & Co.
Egutpoora ..... Railway Refreshment Rooms.
Kurrachee ..... "Sindian" Press.
London ..... G. Street, 30, Cornhill.
Madras ..... Higginbotham & Co., "Madras Times" and "Madras Mail" Offices.
Matheran.....Chowk Hotel and Alexandra Hotel.
Ootacamund ..... "Observer" Office.
Poona ..... Treasher & Co. ; D. S. Kemp & Co. ; and Royal Family Hotel.
Umballa ..... Railway Refreshment Rooms.

NOTICES.

ESTABLISHED IN 1820.

C. LAZARUS & CO.,

INCORPORATED WITH SHEARWOOD & CO.,
CABINETMAKERS, UPHOLSTERERS,
BILLIARD AND BAGATELLE TABLE MANUFACTURERS,
CARVERS, GILDERS, AND DECORATORS,

Appointment to the Right Hon'ble Thomas Baring, Baron Northbrook, Viceroy and Governor General of India, and to His Royal Highness the Duke of Edinburgh, K.G., K.T., G.C.S.I.,

Contractors to Her Majesty's Indian Government ; the East Indian and E. B. Railways ; H. M.'s Indian Ordnance, Public Works, Commissariat, and Marine Departments ; the Peninsular and Oriental, and other Public Companies ;

IMPORTERS, APPRAISERS, HOUSE AND LAND AGENTS, GENERAL FURNISHING CONTRACTORS,
Ecclesiastical Furniture Suppliers.

SOLE AGENTS IN INDIA FOR SEDLEY'S PATENT BRIDGES.

47, 56, 60, 61, & 62, Bentinck Street, Calcutta.

52, Old Broad Street, London.

97, Rue de Richelieu, Passage Princes (Ancien Passage Mires), Paris.

THE business of C. LAZARUS & Co. having of late years experienced an extraordinary development, orders for their manufactures, instead of their being confined to Bengal and the Upper Provinces, being received from all parts of India, China, Burmah, Ceylon, and the Straits Settlements, C. LAZARUS & Co. have determined upon taking steps for enabling the Bombay Public to share the undoubted advantages which their Firm is enabled to offer. C. L. & Co. have been induced to do this from having recently received several large orders for Furniture, Billiard Tables, &c., from Bombay and its neighbourhood, and have every reason to believe that their immense stock and large manufacturing resources have forcibly brought into view the advantages of dealing with their Firm, since in the instances just mentioned the most unqualified satisfaction was rendered.

C. L. & Co. would state that the Senior Member of their Firm, Mr. C. Lazarus, has just paid a visit to Bombay, in view to superintending a large order for furnishing, and that that Gentleman inclines to the opinion that while the present class of Furniture to be seen in the superior households of Bombay, and which is principally imported from Europe, may be found serviceable, there are yet many reasons to be urged against the latter as compared with a first-class article manufactured in the country with all the advantages that accrue from European skill and supervision. It would be out of place here to dilate upon the defects which too commonly are apparent in Furniture imported from Europe, but it may be observed that such articles are always slender in proportions, and while put together, with very few exceptions, in an unsubstantial manner, the wood, materials, &c., that enter into the articles are not calculated to resist the various effects of climate or extremes of heat and moisture. For an illustration of this point C. L. & Co. would refer to their recently issued Illustrated Catalogue. In this volume will be found a set of original designs, on which, while the best models of European modern style have been had recourse to, various important details of construction and of elaboration, suggested both by long experience and a study of the subject, are conspicuous as specialties essential for India.

C. LAZARUS & Co., while thanking their numerous Constituents for the solid support extended to their Firm since 1820, attribute their success to the following maxims, which continue to guide their business transactions, viz. :—

Good Work with unadulterated Materials.
Skilful and trustworthy Workmen.
Uniform Scale of Charges.
Strict and competent Supervision.

NEW ILLUSTRATED CATALOGUE.

There are a few special features in connection with this expensively executed Catalogue, to which C. L. & Co. would ask their Constituents' attention :—

1.—The *newest* and *most elegant* designs only find a place in the volume. Many of these designs, it should be mentioned, represent an original result ; that is to say, they have been elaborated with special reference to the household requirements of this country. In working to this end, reference has been had to the latest models of the first cabinet-manufactures of Europe. All that was orchestin style, or dated in pattern, has been thrown aside, advantage of in the production of C. L. & Co.'s special designs for India, these desiderata, however, being combined with others which C. L. & Co.'s long experience has shown to be of the utmost importance. These it is scarcely necessary to detail, yet it may be observed as a general principle in modifying Home designs to suit Indian requirements, that substantiality should never be sacrificed to a too slender elegance, and this principle has been steadily kept in view. Indeed, in the manufacture of Cabinet Ware in India, this is a prime consideration, as climatic effects, not to speak of other agencies, have a most marked action in deteriorating such articles. It remains only to add, therefore, that, while all that is chaste, tasteful, and elegant has been freely appropriated from the sources indicated in the production of C. L. & Co.'s designs, regard has been had, at the same time, to the requirements of strength and substantiality ; a judicious blending of both, in fact, has been aimed at, and, as C. L. & Co. humbly believe, has been most successfully accomplished.

2.—C. L. & Co. have had each article of their stock photographed. The diagrams have been engraved at considerable expense in England from these photographs, and represent, therefore, each article with artistic fidelity.

PRICES.

C. L. & Co. are alive to the necessity that exists in these altered times for reasonable prices. The supplying, however, of a good *bide* reliable article is the first consideration with a respectable and old established Firm. Regard being had to this, and also to the fact that C. L. & Co. warrant every article that issues from their Manufactory, they can confidently state that their charges represent only a slender margin of profit over and above actual cost of production.

BILLIARD TABLES.

C. LAZARUS & Co., as Manufacturers, would invite particular attention to their large stocks of full-sized Billiard Tables. One of the chief desiderata in a Billiard Table is to secure such an arrangement as will admit of a Ball being struck so as to attain the highest speed without its jumping. This, it need scarcely be said, depends entirely upon the arrangement of the cushions. C. L. & Co., mentioning this fact, would state that the subject has largely occupied their attention, and after repeated experiments and close consideration, they have discovered a principle in the manufacture of cushions which answers admirably the end desired. Since the manufacture of their cushions on this new principle, C. L. & Co. have received testimonials from some of the first clubs in India speaking to the merits of the same. To secure *truth with speed*, that is to say, the maximum of speed compatible with preventing the Ball jumping, is the object which C. L. & Co. have had in view, and which at length they have successfully attained. At the same time, the cushions, it should be stated, are quite as durable or even more durable under the new principle of making up than under the old. With a view to the maintenance of the high character of their workmanship, C. L. & Co. have secured, for this branch of their business especially, the services of a gentleman who for many years was foreman to the eminent makers, Messrs. Burroughes and Watts, whose experience is a guarantee of the highest possible excellence in the manufacture of Billiard Tables and of everything connected with that department of their business.

IMPORTANT TO MESSES AND BILLIARD CLUBS

Throughout India, China, Burmah, Ceylon, and the Straits.

Consequent on the numerous applications that C. Lazarus & Co. have lately had from parties residing at a distance from Calcutta, to have C. L. & Co.'s Billiard Table Cushions on C. L. & Co.'s new principle, and as sending the cushions to Calcutta for that purpose is attended with great delay, thereby occasioning much inconvenience, C. L. & Co. have been induced to keep a stock of Cushions on their new principle always on hand, which can be fitted to any Table, the accurate length and width of the Slate Bed only being required.

Up-Country Messes and Clubs can, by thus securing a spare set of Cushions, ensure the constant use of the Table—a desideratum, C. L. and Co. are satisfied they will not be slow to appreciate, as the inconvenience hitherto felt by the Table being unavailable for play during such time as the old Cushions are under repair, has been admittedly very great.

THE ALEXANDRA BILLIARD TABLE.

C. LAZARUS & Co. beg to state that, with a view to procure for India one of the latest Home Novelties, they have made up, on their own premises, a number of the new "Alexandra" Billiard Tables, so commonly patronised in Fashionable Circles at this time in England.

It is now shown that ladies may, with perfect propriety, take part in a game where their naturally quick perception and power of skilful manipulation contributes, not only to the pleasure of this noble game, but enables them to cope with the gentler sex with the more practised hands of the ruder sex.

The "Alexandra" Table, or which has now received the distinguishing name of "Ladies' Table," and most in favour with the fair sex, is in every respect adapted to develop the fullest resources of the game. The size of the Table is six feet by three, the height being so regulated, and the Cues and other requisites so specially arranged, as to admit of easy and graceful manipulation by a lady. While the pleasantness that has hitherto attended the play of Billiards on the full-sized Table is obviated, the interest and excitement of the game are in no way diminished by the introduction of the new Board, as the latter is susceptible of all the fertile resources of art to which the skilful player resorts. From these considerations the "Alexandra

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 30TH APRIL 1873.

In sterling Exchange the slight advance on last week's rates has been firmly maintained, and a fair amount of business has been done at higher rates than we quoted yesterday.

Government Securities are strongly held at our quotations.

Bank Bills, 6 months' sight ..... 1s. 11¼d. to 5/16d.
Credit Bills, do. ..... 1s. 11¾d.
Documents, do. ..... 1s. 9/16d.
Bank Bills, 4 months' sight ..... 1s. 11 1/16d.
Credit, do. ..... 1s. 11 7/32d. to 1s. 11¼d.
Documents, do. ..... 1s. 11 5/16d.
Bank Bills, demand ..... 1s. 10½d. to 13/16d.

On Calcutta Bank Bills, 60 days' sight. 99½
Do. demand..... par.

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... 100

On China House Bills, 60 days' sight. 225½

FREIGHT REPORT.

WEDNESDAY EVENING.

FREIGHT by Canal steamers are unchanged at £2-17-6 for Liverpool. The steamer Chancellor booked 1,000 tons merchandise at £3 with 135 tons broken stowage at £1 per ton. By Sail rates are upheld at £2-17-6 to £2-18-9: tonnage scarce. The Sea Gull (s.) has been chartered hence and Carwar to Liverpool £3, option of Cronstadt at £3-12-6, cargo cotton.

London	Cotton	No ships.
	Cases	
	Seeds	
Liverpool	Iron ships Cotton	£2 17s. 6d. to £3 0s. 0d.
	Wooden ships „	£2 17s. 6d.
	Myrabollams	£2 2s. 6d.
	Coir bills	£0 17s. 6d.
Havre	Seeds	£2 5s. 0d. nominal.
	Cotton	£3 0s. 0d. nom.
	Coffee	
Overland Steamers—		
Venice		£3 5s. 0d.
Trieste		£3 7s. 6d.
Liverpool		£3 0s. 0d.
Havre		£3 5s. 0d.
Liverpool via Suez Canal		£2 18s. 9d. to £2 17s. 6d.
China	Steamer Cotton	Rs. 6 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta	Salt	Rs. 5 per ton.
Calcutta to Bombay		s.s. Rs. 15 p. ton.; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius		Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

There is almost no change in the state of the market, and prices remain just as we quoted in our previous issue. First holders are asking for a small advance in prices of 40 in 7lbs and 8lbs Shirtings, the only descriptions in which a fair business could be done at current prices, but to this the dealers are unwilling to agree. The business doing from first hands is, therefore, to a small extent. The following sales are reported to have been made by European firms yesterday:—

1,320 pieces Grey Shirtings 40 in. 39 yds. 7 lbs. at Rs. 4 14 0
1,500 „ „ inferior 40 „ 39 „ 8¼ „ at „ 5 12 0
500 „ „ 40 „ 39 „ 7 „ at „ 4 13 0
800 „ „ inferior 40 „ 39 „ 6 „ at „ 4 2 3
3,000 „ „ Madapollams 32 „ 24 „ 3 „ at „ 2 3 6

COTTON.

The market closed quiet with a decline of Rs. 2 per candy in prices. There is, however, an active demand for all descriptions of Dhollerah at the reduced rates. The following are our closing quotations:—

New Oomrawuttee (Ready) ..... at Rs. 190 to Rs. 192
„ Akote „ ..... at „ 198 to „ 200
„ Broach M.G. „ ..... at „ 222 to „ 235
„ Hingughaut „ ..... at „ 225 to „ 230
„ Bhollera & Bhowuggur „ ..... at „ 194 to „ 196
„ Compta and Vingoria „ ..... at „ 174 to „ 177
„ Sawgimed „ ..... at „ 210 to „ 211

The undermentioned purchases are reported to have been made by European firms yesterday:—

100	„	„	„	..... at „ 197
50	„	„	„	..... at „ 197
50	„	„	„	..... at „ 195½
25	„	„	„	..... at „ 197
150	„	„	„	..... at „ 198
50	„	„	„	..... at „ 201
50	„	„	„	..... at „ 197
75	„	„	„	..... at „ 196
50	„	Bhowuggur	„	..... at „ 194
100	„	„	„	..... at „ 195 to 195½
50	„	Bhoree	„	..... at „ 185
100	„	„	„	..... at „ 188
250	„	Veerungaum	15 days	..... at „ 185
100	„	„	Ready	..... at „ 182
50	„	Curanjo	„	..... at „ 199
230	„	Dholleea	25 days	..... at „ 192
250	„	„	25 days	..... at „ 192
250	„	Wuluan	15 days	..... at „ 188
50	„	„	Ready	..... at „ 188½

BOMBAY BILL AND STOCK LIST.

WEDNESDAY AFTERNOON.

DEMANDS for Coorla, United, and Manockjee Petit Spinning shares at increased rates. Land shares closed steady. Press shares quiet.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last divi-dend.	Names.	Closing Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	85
12,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New ...	752½
10,000	500	100	5 p.ct.	Do 2nd Rcs. Issue	231½
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	250
40,000	281½	all	12 p.ct.	Hong. & Shanghai Bank.	410 nil.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
17,090	250	125	4 p.ct.	National Bank of India.	109
10,000	250	all	12 do.	Oriental Bank	450

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 26th April 1873.
Open 389½ Miles.

	Rs.	a.	p.
Coaching	46,046	0	0
Merchandize	1,10,337	0	0
Earth Trains	903	0	0
Electric Telegraph	825	0	0
Total Rs.....	1,58,176	0	0

Corresponding week in April 1872.
Open 349½ Miles.

Coaching	54,082	0	0
Merchandize	1,11,338	0	0
Earth Trains	1,152	0	0
Electric Telegraph	661	0	0
Total Rs.....	1,67,233	0	0
Decrease Rs.....	9,077	0	0

CALCUTTA.—26TH APRIL.

The following transactions were reported:—

In Government Securities:—
per cents., at Rs. 102-10 and 102-12, and small sums at 2 to 4 annas higher.
4½ per cents. at Rs. 104-10 and 104-12.
5s per cents. at Rs. 110-8.
—In shares:—
Bank of Bengal shares, at Rs. 1,430.
Simla Bank shares, at Rs. 565.

SHIPPING.

ARRIVAL.

April	Vessel.	Commander.	From.
30	Nubia (s)	Hall	Suez, April 18.

The following vessels obtained their port clearances yesterday:—
Steamer Arabia, Coboars, to Genoa, &c.
Ship Thunderbolt, Goldsworthy, to Liverpool.

The following vessels were entered out for loading yesterday:—
Steamer Bangalore, to Sydney, &c.
Steamer Rustom, to Coast and Goa.
Ship Granite City, to Liverpool.
Steamer Chancellor to Liverpool.

HOOGHLY.

April ARRIVALS.
20 Calcutta (s) .....Frederickson..London, March 12.
Queen Victoria (s)...Butler .....London, March 15.
April DEPARTURE.
26 City of Lucknow ... .

ADEN.

ARRIVALS.
April 16 Indus, ss, Stewart, from Southampton, with mails.
17 Vruac Bat, ss, Bolligun, from Liverpool.
17 Hydaspes, ss, Rozers, from Suez, with mails.
17 John Dixon, ss, Preston, from Kurrachee.
17 Apis, ss, Spandon, from Trieste.
19 Sjaelland, ss, Holm, from Bombay.
19 Provence, ss, Bevrnet, from Shanghai.
19 Gwahana, ss, Bulkley, from Bombay.
20 Khedive, ss, Stewart, from Bombay.
20 Prince Alexander, ss, Emmerick, from Glasgow.
20 Sir Phillip, ferry, ss, Phillips, from Bussorah.
20 Punjaub, ss, Hansard, from Zanzibar.
20 Sindiana, ss, Fowler, from Galle.
20 Leaping Water, ss, Keer, from Newport.
20 Pearl, ss, Morrison, from Jeddah.
20 Viceroy, ss, Taylor, from Calcutta.
22 Nelson, ss, Hyden, from London.
DEPARTURES.
April 16 Nilelis, ss, Baker, to Calcutta.
17 Indus, ss, Stewart, to Bombay.
18 Vruac Bat, s, Bollegon to Manilla.
18 Hydaspes, ss, Rozers, to Calcutta.
18 John Dixon, ss, Preston, to London.
18 Bruce, ss, Harrison, to Port Said.
19 Apis, ss, Spandon, to Bombay.
19 Prince Charley, ship, Lombail, to Rangoon.
19 Provence, ss, Bevrnet to Marseilles.
19 Gladys, ss, Bards, to Bombay.
20 Gwahana, ss, Bulkeley, to London.
21 Prince Alexander, ss, Emmerick, to Batavia.
21 Khedive, ss, Stewart, to Southampton.
21 Peres, ship, Cochrane, to Madras.
21 Prigs, ship, Crawford, to Bombay.
22 Punjaub, ss, Hansard, to Bombay.
22 Viceroy, ss, Taylor, to London.
22 Sjae land ss, Holm, to London.
22 Mesopotamia, ss, Phillpe, to Marseilles.
22 Sir Lawrence, Res. fr., Kreemar, to Suez.
22 Pearl, ss, Morrison, to Bombay.
22 Nelson, ss, Hyden, to Penang.
22 Northern Empire, ship, Williams, to——
VESSELS IN HARBOUR.
Feb. 16 Dudley, bg, Nacoda, from Maccalla.
Mar. 9 Malacal Behar, bg, Nacoda, from Chittagong.
April 8 Calcutta, s.y, Atkinson, from Mauritius.
15 Danube, ss, Fleureais, from Mauritius.
15 Leaping Water, ship, Keer, from Newport.

STEAMERS LOADING IN ENGLAND FOR THE EAST *via* THE SUEZ CANAL.

Names.	Tons.	Destination.	To Sail.
Bokhara	3721	India	April 11
Scindia	.....	Calcutta	April 11
Mongolia	3798	Calcutta	April 14
Lord Elphinstone	—	Penang	April 17
Hindostan	3113	—	April 17
Elgin	1835	Bombay	April 19
Surrey	1304	Calcutta	April 20
John Tennant	2409	Colombo	April 24
Pekin	3717	China	April 24
City of Oxford	2330	Calcutta	April 25

DAILY IMPORTS.—30TH APRIL.

FROM LONDON.

British Monarch, 24 cases claret, Payne and Co.
Sir John Lawrence, 24 cases sherry, Payne and Co.
Conflict, 10 cases portwine, Payne and Co.
British Flag, 6 cases champagne, Payne and Co.
Prince Oscar, 10 cases santerne, Payne and Co.
Penguin, s, 5 cases whiskey, Payne and Co.
Khorsean, 9 cases claret, Payne and Co.
Xantho, 12 bales paper, The C L S Agency.

FROM TRIESTE.

Apis, s, 8 cases wine, James Taylor; 75 barrels flour, Eorabjee Pestonjee and Co.

DAILY EXPORTS.—30TH APRIL.

FOR LIVERPOOL.

Annot Lyle, 308 bales cotton, Lawrence and Co; 5,609 bundles coir yarn, S Padumsee; 100 bales cotton, T Topun.
Helen Scott, 50 bales cotton, C Lelladhur; 500 bales cotton, R Steuart and Co.
Mabel, 55 bales cotton, G Moolchund; 800 bales cotton; R. Steuart and Co.; 250 bales cotton, W Nicol and Co.
Emblehope, s, 75 bales wool, F C Gangjee; 250 bales cotton, Knoop and Co; 109 bales cotton, C Purbut and Co; 58 bales cotton, H Gulabchund; 125 bales cotton, J Peerbhoy; 40 cases dry ginger and 300 bundles linseed, B Rajah; 50 bales wool and 200 bales hemp, S Mooljee.
Bride of Lorne, 100 bales cotton, M Candass.
Tythonus, 50 bales cotton, G Sigg and Co.
Robert Kerr, 1,090 packages myrabollams, Lyon and Co; 500 bales cotton, Gaddum and Co; 54 bales cotton, D Tejpall and Co; 130 bales cotton, M Khetsey; 39 bales cotton, J Cahneram; 26 bales cotton, L Thackersee; 250 bales cotton, R L King and Co.
Walls Castle, 150 bales cotton, G Damodar; 22 bales wool, H Kheldass; 45 bales wool, J Punjoomull; 45 bales wool, C Heeramund; 61 bales cotton, M Chimundass 425 bags linseed, S Verjee.
William Corry, s, 67 bales cotton, E Spinner and Co; 55 bales cotton, G Dwarkadass; 5 bales wool, B Canjee.
Tiber, s, 50 bales cotton, C Lelladhur; 37 bales cotton, C Nansee; 200 bales cotton, J C Bushsy and Co; 50 bales wool, J Chellaram; 65 bales wool, R Moolchund; 104 bales cotton, W Bogle and Co; 500 packages myrabollams, Lyon and Co.
Killarney, s, 355 casks cocoanut oil, S Mooljee; 675 cwts linseed, P Versee; 75 bales cotton, L Nursey; 103 bales cotton, J Campbell and Co; 150 bales cotton, M Lelladhur; 480 bags linseed, M Simpson and Co; 161 bales cotton, C Munjee.
Indus, s, 504 bags linseed and 386 bags wheat, F Scott and Co; 35 bales wool, D G Hoosenn and Co; 2,600 bundles myrabollams and 500 bales cotton, R Brothers; 30 bales wool, B Canjee.
Granite City, 1,100 bales cotton, Gaddum and Co.
Orchis, s, 711 bags myrabollams, Remington and Co; 190 bales cotton, G Cotton and Co.
Potomac, s, 55 tons old iron, F Muir and Co.
Chancellor, s, 10 tons old iron, G Khanbhoy.

FOR LONDON.

Indus, s, 500 bales cotton, R Brothers.
Maud, s 18 cases gum, M Allana; 5 cases M of P shells, C Ramjee; 30 bales wool, G Hurjeevan; 8 bales hides, P Damjee.

FOR HAVRE.

Indus, s, 150 bales cotton, W Nicol and Co.

FOR SUEZ.

Ceylon, s, 6 cases indigo, D Sassoon and Co.

FOR BREMERHAVEN.

Morning Star, 1,090 bales cotton, Austrian Trading Co.

FOR HONGKONG.

Massilia, s, 5 bales twist, M Rowjee; 10 chests opium, C Dulcharam; 9 chests opium, S and D Futtakia; 15 chests opium, S Nusserwanjee Tata; 50 chests opium, D C Tata; 16½ chests opium, H Hurdewdass; 9 chests opium, G Jocharmull; 5 chests opium, C Bomanjee and Co; 12 chests opium, A Kooslchund; 106 chests opium, E D Sassoon; 211 chests opium, D Sassoon and Co.

FOR SHANGHAI.

Massilia, s, 10 chests opium, S Bhayah; 21 chests opium, D C Tata; 20 chests opium, C Bomanjee and Co; 14½ chests opium, L Sewnaron.

MILITARY.

ARRIVALS.—APRIL 28.

Davey, Surgeon Major, Medical, on leave, from ——.

APRIL 29.

Coote, Lieutenant, 38th Bengal Regiment, to appear before a medical board, from Nowshera.
Landy, Surgeon, 38th Bengal Regiment, to appear before a medical board, from Nowshera.

DEPARTURES.—APRIL 30.

Pringle, Lieutenant, 38th Regiment, on duty, to ——.
Hanson, Major, 9th Regiment N. I., to join, to Ahmedabad.
Reeves, Captain, Political Department, to join, to Baroda.

GOVERNMENT OF INDIA ORDERS.

(*Gazette, of India*, April 26.)

HOME DEPARTMENT.

Under Section 2 of Act IV. of 1866 and Section 1 of Act XVI. of 1867, the Govr Genl in Council is pleased to appoint Mr C J Wilkinson, barrister-at-law, to officiate as Judge of the Chief Court of the Punjab, during the absence on leave of Mr C Boulnois, or until further orders.

Mr D G Macleod, Judge of the Court of Small Causes at Rangoon, is appointed to officiate as Judge of Moulmein, during the absence on medical certificate of Maj Duff, or until further orders.

The Govr Genl in Council is pleased to appoint Capt W B Birch to be 2nd Asst Supt of Port Blair and the Nicobars.

Capt W B Birch, 2nd Asst Supt of Port Blair and the Nicobars, is appointed to officiate as 1st Asst of that Settlement until further orders.

The Govr Genl in Council is pleased to make the following appointments with effect from 7th Dec 1872:—

Mr E H Man, Asst Supt of Port Blair and the Nicobars, to act as 2nd Asst Supt, vice Mr Grimes, Ag 1st Asst.

Mr T N Homfray, Asst to Supt, Port Blair, to act as 3rd Asst Supt, vice Mr Man.

Mr G H Brokes to act as Extra Asst to Supt, Port Blair, vice Mr F deRoepstorff.

FOREIGN DEPARTMENT.

The Viceroy and Govr Genl is pleased to confer upon Baboo Jahoshee Chunder Dutt, late Head Asst in the Bengal Government Secretariat, the title of Raj Bahadoor, as a peronal distinction.

Lt D W K Barr, Offg Depy Bheel Agent, to officiate as 1st Asst to the Agent to the Govr Genl for Central India, vice Col Thompson.

Consequent on the return from furlough of Maj J G Bell, Depy Commsr, Hyderabad Assigned Districts, the following changes are made in the Berar Commission, with effect from the 8th Nov 1872:—

Maj J G Bell, Depy Commsr, 2nd class, to officiate in the 1st class.

Capt R H Huddleston, offg Depy Commsr, 1st class, to officiate in the 2nd class.

Capt H C A Szczepanski, officiating Depy Commsr, 2nd class, to revert to his substantive position in the third class.

Capt J FitzGerald, officiating Depy Commsr, 3rd class, to revert to his substantive position of Asst Commsr, 1st class.

Capt A Farrer, officiating Asst Commsr, 1st class, to revert to his substantive position in the 2nd class.

Taj-ud-deen Hussain, officiating Asst Commsr, 2nd class, to revert to his substantive position in the 3rd class.

The following temporary appointments in the Central India Agency are made:—

Capt F H Maitland, Boundary Settlement Officer, Bhopal, Political Asst in the Bundelcund, and Cant Mag, Nowgong, to officiate as 2nd Asst to the Agent to the Govr Genl for Central India, vice Capt Berkely.

Capt G F Blowers, Boundary Settlement Officer, to officiate as Political Asst in Bundelcund and Cant Mag, Nowgong, vice Capt Maitland.

Maj-Genl H D Daly, C B, Agent to the Govr-Genl for Central India, is granted subsidiary leave from the 4th to the 6th instant (both days inclusive), preparatory to his proceeding to Europe on furlough.

Col J Watson, C B, V C, Comdt, Central India Horse, and Political Agent, Western Malwa, to officiate as Agent to the Govr Genl for Central India, vice Maj-Genl Daly, C B.

Col J Watson, C B, V C, received charge of the Office of the Agent to the Govr Genl for Central India, from Maj Genl H D Daly, C B, on the afternoon of the 3rd April 1873.

During the absence of H E the Viceroy and Govr Genl in Council from the Presidency, Lt Col (Bt Col) B E Bacon, Offg Secy in the Mily Dept, will have charge of that portion of the Foreign Office which is left at Calcutta.

Mr L Gordon, Extra Asst Commsr, Punjab, to officiate as Dist Supt of Police, Ajmere, vice Mr R Bower, proceeded to Europe on medical certificate.

MILITARY DEPARTMENT.

H E the Govr Genl in Council is pleased to make the following temporary appointment:—

Judge Advocate General's Department.

Lt-Col (Bt Col) F C Maisey, of Infy, Depy Judge Adv, to officiate as Depy Judge Adv Genl at Head Quarters, during the period Col Hatch may officiate as Judge Adv Genl, or until further orders.

H E the Govr Genl in Council is pleased to make the following appointments.

PUNJAB FRONTIER FO.CES.

No 2 Horse Light Field Battery.

Capt R J Abbott, Comdt, No 3 Horse Light Field Battery, to be Comdt.

Lt R. H. W. Plunkett, Offg Comdt, No 3 Horse Light Field Battery, to officiate as Comdt, during the absence on furlough to Europe of Captain R J Abbott, or until further orders.

No. 3 Horse Light Field Battery.

Lt G Swinley, Comdt, No 2 Horse Light Field Battery, to be Comdt.

Lt G L Eliot, of the Ben S C, who was appointed on probation as Sub-Asst Commsy Genl, 3rd class, by G G O No 325, dated the 27th March 1872, having passed the prescribed departmental tests, is permanently attached to the Army Commst Dept.

The undermentioned officer of the Ben S C having completed twelve years' service is promoted to the rank of Captain.

Lt Charles Alfred Carthew,—16th April 1873.

The undermentioned officer having completed twelve years' service, including four years in the SC, is promoted to the rank of Capt:—

Bengal Staff Corps.

Lt John Edward Paget Mosley,—29th Dec 1872.

The furlough to Europe, on urgent private affairs for six months, under Rule XI of the Regulations of 1868, granted to Maj R Smith, of the Ben S C, Wing Officer, 8th Regt of N I, by G G O No 371 of 1873, is cancelled at his own request.

H E the Govr Genl in Council is pleased to extend the provisions of G G O No 339, dated the 14th May 1869, authorizing a command allowance of Rs 150 per mensem for native Batteries of Artillery, to the Hyderabad Contingent.

PUBLIC WORKS DEPARTMENT.

Mr F Sills is appointed to the P W Dept as an Engr, 4th grade, and posted to Bengal Provincial Establishment.

Mr J Hurst, Sub-Engr, 2nd grade, Mily Works Branch, is granted subsidiary leave not exceeding 30 days, to enable him to proceed to Bombay to appear before medical board.

Mr F J E Spring, Asst Engr, 2nd grade, Irrigation Branch, Punjab, is transferred to the Punjab Northern (State) Railway.

* The undermentioned Upper Subordinates of the Delhi District-Rajpootana (State) Railway, are permitted to resign their appointments:—

Mr J Donovan, Temporary Supervisor, 2nd grade.
Mr J Victor, Temporary Overseer, 1st grade.

Mr F R Upcott, Ass Engr, 1st grade, Indus Valley (State) Railway, passed examination in the native language according to the departmental standard to the 25th March 1873.

Lt N Arnott, R E, is re-appointed to the P W D as an Asst Engr, 1st grade, and posted to the Mily Works Branch. This cancels that portion of P W D Notification No 242 of the 2nd April 1873, which relates to Lt Arnott.

Mr T A Swan is temporarily appointed to P W D as a Sub-Engr, 1st grade, and posted to the Indus Valley (State) Railway.

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THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

KALE—April 29th, at Old Sonapore Street (Mahalowsett Lane), the wife of Mr. Nana Bapoojee Kale, Book-keeper "Bombay Gazette," of a son.

OTHER PRESIDENCIES.

BIRTHS.

LINDGUIST—April 25th, at 24, Park Street, Calcutta, the wife of W. H. Lindguist, Bengal Pilot Service, of a son.
STAPLES—April 19th, at her mother's residence, the wife of James Edwin E. Staples, Esq., of a son.
SKIPTON—April 25th, at Assensole, the wife of D. P. Skipton, Esq., Medical Officer, E. I. Railway, of a daughter.

MARRIAGE.

FANSHAWE—CHASE—April 24th, at Humzabad, Central Provinces, Arthur Upton Fanshawe, Bengal Civil Service, to Louisa Maria, second daughter of the late Captain D. A. Chase, of the Bengal Army.

DEATHS.

DEACON—April 18th, at Cliff Cottage, Mussoorie, Mary Elizabeth DeCourcy Deacon, widow of the late Colonel Charles Clement Deacon, C. B., late of the 61st Regiment.
CAMPAGNAC—April 23rd, at Calcutta, the Rev. James Alden Campagnac, M. R. C. P., aged 39 years.
SMITH—April 23rd, at Barrackpore, Robert Duncan Lindsay, only son of Colonel J. Smith, 28th Regiment, P. N. I., aged 1 year 5 months and 23 days.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

THURSDAY, MAY 1, 1873.

THE *Times of India* and its persistent correspondent "Aquarius" continue to propagate the error that one 32 inch main is sufficient to bring into Bombay all the water that the city requires, and that whatever may be the number and size of the connections there would always be sufficient pressure in the main to afford a general, constant, and quick supply. Having thus stated briefly the conclusions at which "Aquarius" and the *Times of India* have arrived, we might leave our readers to discern the cardinal error into which these writers have fallen. It seems to be ignored that there must be a limit to the quantity of water that a 32 inch main can deliver. Much is endeavoured to be made of the inequality of the distribution in various localities, while it seems to be forgotten that until every house in Bombay is equi-distant from the main and the Vehar reservoir, and on the same level, that inequality of supply is inevitable.

In a previous article we endeavoured to show the error of "Aquarius," and to point out that the way in which that writer proposed to remedy the defective supply in parts of the city was quite absurd. Not only have we been unable to convince "Aquarius" of his error, but the *Times of India* throws in its lot with its correspondent and backs up the error with more force than wisdom. About a fortnight ago our contemporary referred one of its correspondents, who complained of a want of water in Abdool Rahman Street, to its issue of April 9th, "in which the subject is fully explained." "Aquarius" and the *Times of India* are past conversion, and we might now safely leave them alone. If we do, however, return to the subject of the Vehar water distribution, it is with the view of bringing it to its logical conclusion. Bombay either has or has not plenty of water in Vehar, plenty of main, and plenty of pressure. We say emphatically that the size of the 32 inch main is deficient and that the pressure is deficient. If we are right, then those who have reason to complain of an insufficiency of water may spare themselves the trouble of appealing to our contemporary, who will assuredly recommend a remedy that no engineer will be willing to adopt and for which the city will refuse to pay. We have the greatest desire that the actual condition of our water-supply should be generally understood, there will then be no difficulty about the remedy. Both the *Times of India* and "Aquarius" will have contributed to the enlightenment of the public, but in a way very different to that which they intended. And before we proceed to unfold the question of the existing water distribution we might enquire what was the meaning of appointing a water-supply commission, and what the reason of demanding a survey of all the watersheds near Bombay? If increasing the size of the existing main and the distribution pipes would give the additional quantity of water that was believed to be necessary, how was it that the engineers, from Colonels Kemball and Kennedy, to Russel Aitken, Ormiston, and Thwaites, were unable to see and propose this remedy? We know very well that one of the reasons connected with the water-supply extension was to provide against the insecurity of the Vehar dams, but the chief reason was undoubtedly the deficient supply from Vehar by the existing main.

Everybody, except "Aquarius" and the *Times of India*, is agreed that the existing water supply by one 32 inch main is insufficient for the present wants of the city, to say nothing of the wants of the immediate future. Every hydraulic engineer who has examined the question is satisfied that the existing main is fully drawn upon. Fifteen months ago the Municipal Engineer reported that "no extensions of the main were made during the year (1871) although many were urgently necessary, "owing to want of pressure; to have made "any would have had the effect of lessening "the head in the existing main, and, in many "cases, of rendering them next to useless." Such pressure as the main possesses is fully availed of. We will now discuss the remedy both for deficient supply and defective distribution.

The remedy proposed by the *Times of India* is to extend the 28 inch main now ending at Pydhownee to the Esplanade and into the Fort. "Then a 20 inch and 16 inch pipe should be carried forward to Colaba Point." This remedy is surely simple enough, and the only way it can be challenged is to call in question its hydrostatic correctness, and this we intend to do.

The remedy proposed by "Aquarius" is one that he has recommended about five or six times during the last two years. He says—"By increasing the size of "the street main that supplies the Fort "and Colaba a larger quantity will flow into it "in a given time, and in that way the increased "pressure being nearly as much as in the "Byculla main itself will be to a certain extent "a match for the demand of hundreds of connections. Consequently the head of water "now intercepted and checked at present by "too small distribution mains will attain its "natural force, and the taps which dribble at "present will flow with ease and rapidity." It will be observed how closely the *Times of India* has followed the hydrostatics of its correspondent. And now that we have brought the views of both into one focus we will dispose of them together.

The first question that presents itself is this.—What minimum pressure is considered sufficient for the supply of a town with lofty buildings like Bombay? The answer must be a pressure sufficient to throw a jet of water on the roof of the highest building. We appeal once more to the Municipal Engineer, who says that two years ago he could make no extensions of the main "owing to want of pressure," so that practically we have long ago exhausted more of the available pressure than is consistent with a proper supply. True it is that "Aquarius" says if the size of the Fort and Colaba mains are increased, a Byculla pressure, nearly, will go all the way to the Lunatic Asylum. We will have something to say about this presently, while we meanwhile proceed to consider the actual condition of the main and its branch pipes.

The 32 inch main from Vehar to the junction of Obelisk and Parell roads has an area of 1,024 circular inches. This length of main has the following branches:—

Inches diameter.	Area. Circular inches.
12	144
5	25
4	16
6	36
5	25
6	36
8	64
7	49
4	16
14	196
Total.....	607

This 32 inch main terminates in one of 28 inches. For a reduced area of 240 circular inches in the main the branches taken off aggregate 607 circular inches, exclusive of the 32 inch main which goes to Grant Road.

The 28 inch main, which goes to Bhendy Bazaar and ends to the east of Phydhownee Circular inches 784. The following branches are taken off:—

Inches diameter.	Area. Circular inches.
4	16
5 of 3	45
3	9
5	25
2 of 3	18
4	16
Total.....	129

For a further reduced area of 108 circular inches in the main the aggregate area of the branches is 129 inches.

The 26 inch main. Circular inches 676. The following branches:—

Inches diameter.	Area. Circular inches.
3	9
5	25
19	361
Total.....	395

For a further reduced area of 352 inches in the main the aggregate area of the branches is 395.

The 18 inch main. Circular inches 324. The following branches:—

Inches diameter.	Area. Circular inches.
2 of 4	32
3	9
5	25
3 .....

ployers at home, and all the blame of the miscarriage will rest with him.

Another source of disquietude to British optimists is the Russian expedition to Khiva. It was generally believed here, two months ago, that Lord Granville had achieved one more triumph of British diplomacy by signing a treaty of perpetual friendship between England and Russia, and that henceforth nothing remained for these two rival nations but to work together for the advancement of civilisation in the benighted regions of Central Asia. This pleasant dream has been dissipated. The press has begun to feel quite uncomfortable on finding that Russia despised it too much to let its "own correspondents" accompany the expedition; and now the inspired Russian newspapers have added fuel to the fire by frankly declaring that it is absurd to suppose Russia can be bound by Count Schouvaloff's verbal promise to Earl Granville not to retain possession of Khiva. If you will refer to Earl Granville's despatch of January 8, published in the first set of Parliamentary papers, you will see that Count Schouvaloff only said, "positive orders had been issued to prevent the prolonged occupation of Khiva," and that he did not give, and was not asked to give, any distinct pledge on the subject. Earl Granville, in fact being full of that charity which believeth all things, was not rude enough to act as Bismarck did with Benedetti. He did not request Count Schouvaloff to record his proposals in black and white, but was satisfied with one of those "understandings" which may mean anything or nothing according to circumstances. It is thus that an amiable Ministry is misled. Lord Granville might have been supposed to know how slippery is the language of a Russian diplomatist, for a similar promise to that given few years before, and charity itself could not conceal from him how that promise had been fulfilled. But for the sake of a momentary victory the Foreign Secretary chose to state to the House of Lords that the Emperor of Russia had distinctly pledged himself not on any account to let his troops occupy Khiva; and now, when from the preparations that have been made it is clear that the entire subjugation of Khiva has been resolved upon, the cry is raised that the Foreign Secretary has been deceived. He was very willing to be deceived, at all events, as will be allowed by every one who has read the diplomatic correspondence. The English newspapers are now full of all the old and empty threats to Russia that she will be visited with the displeasure of England if she does not give up Khiva and the territory of the Turcomans. Russia must be very foolish if she does not by this time value such tall talk at its real worth. The conductors of the *Times*, she must be well aware, would not risk a fall of 2 per cent. in Consols, with all the calamities attendant thereon, to save the honour of England anywhere beyond the boundaries of good society in London. They would take more trouble any day to prevent a democratic oodle from pulling down Northumberland House than to maintain the supremacy of England in Asia. So, Russia will simply go on as she has begun, paying no practical regard to British remonstrances, and her seizure of Merve and Herat, after Khiva, will evoke the same violent outcry in England, the same bland assurances of Russian envoys, and the same cowardly acquiescence of the British press. The fact is, our journalists have lost the imperial instinct. Witness the amazing leader in yesterday's *Times* on General Lawrence's letter, in which the writer, giving up apparently the notion that Englishmen alone can ever hold India, anticipates the good time coming in which the warlike races of India will be welded into a power strong enough, not only to withstand aggression, but to carry the war into the enemy's country. The *Times* overlooks the chance that this process of welding may be conducted with equal skill and energy by the Russians in Central Asia, and the fact that in all history the martial races of India have invariably found more than their match in the martial races of Turkistan. But anything to put off the evil day is the maxim of the ignoble school of politicians who now unhapily control the affairs of this empire. The article I have been referring to has only one good suggestion, that the Indian Government ought to lose no time in surveying the caravan route from Jellalabad by the Chitral pass into Eastern Turkistan. If we are to support Yakoob Beg, we must lose no time about it; for his alleged conquest of Urumtsi will quickly bring him into collision with the Russians, who will want occupation for their soldiers after Khiva has been conquered.

The House of Commons did wisely, I think, in rejecting Sir G. Jenkinson's proposal to guarantee the Euphrates Valley Railway. The plea for the guarantee was that this railway would provide "an alternative line to India" if the Suez Canal were blocked up. But, if we could not use the Canal, we should still have the railway through Egypt, supposing we kept the command of the sea; and, if we lost the command of the sea, the Euphrates Valley Railway would be no more available to us than the Egyptian railway. The only line worth guaranteeing is a line right through from the Asiatic shore of the Bosphorus to Peshawur. Such a line would strengthen Turkey and Persia, and help England to counteract the designs of Russia against those States. But it will never be supported by this country till we have statesmen instead of vestrymen to govern us.

The correspondent of the *Times* in China asks when the P. and O. Company will begin to see the expediency of sending its steamers with cargo right through to China instead of making them shift bulk at Galle. It may stimulate the Company to action if I quote from the *Manchester Guardian* of yesterday figures showing the enormous increase in the quantity of Manchester goods shipped to France for re-export to China and Japan. The quantity in the first three months of 1872 was 10,522,950 yards; in the first three months of this year it had increased to 18,788,490 yards, or more than 80 per cent., in spite of the decline in the regular trade with France. I have no doubt equally significant figures might be given with regard to the import trade from China.

J. M. M.

WEEKLY COMMERCIAL LETTER.

(SPECIAL FOR THE "BOMBAY GAZETTE.")

LONDON, 11TH APRIL.

This has been largely a leisure week, to-day being Good Friday; and the new arrangement which makes Monday next a Bank holiday leaves scarcely anything to be transacted between Thursday evening and Tuesday morning. Hence much of what was done in the early part of this week was only the winding-up of operations to guard against unforeseen contingencies. Just one topic of interest has excited business circles, and that is the arrangements of the Budget, produced on Monday. The proposal to strike off half the remaining sugar duties has come in good time to give a fillip to a market which was falling into a state of absolute lethargy, and a beneficial effect has consequently been produced in Mincing Lane. It is chiefly the low brown descriptions of sugar which have been depressed for the past month or two, and fortunately for holders it is precisely those sorts which the lower scale of duty will in the long run cheapen sufficiently to bring them within reach for brewing purposes. Mr. Lowe, in fact, anticipates from the increased consumption in that way quite as much as he sacrifices by giving up the tax on hotel servants. If, as at present seems probable, we have only a middling harvest in the year now progressing, and malting barley is deficient, sugar of the lower grades will pass largely into use, for the special benefit of India and the Mauritius, both of which, I imagine, are now suffering from the prolonged disfavour in which jaggery and its congeners have for some time been held. So much for sugar. As for income-tax, the mere fact that the announcement of a penny being taken off it was received with more general and hearty cheering than any other part of Mr. Lowe's speech is conclusive as to the popularity of this particular feature. The members know by this time too well what will please their constituents, and the Liberal portion of the House is quite satisfied to be furnished with an excellent plea in favour of Mr. Gladstone's Ministry against the inevitable time, probably not far off, when a general election will have to be faced. The whole fraternity of hotel and tavern keepers who wield an influence disproportioned to their numbers is of course propitiated, and their goodwill will do much to counteract the settled hostility of the publicans. So things are made pleasant all round. I shall add that Mr. Lowe's estimates of the next year's revenue although high are not thought at all immoderate, the present disposition being to form favourable impressions of the year's business. Why such a nation should get abroad now I don't know, since the tendency only a fortnight ago was altogether different, but the improved weather, a fall in the price of coals, the favourable revenue returns, and Mr. Lowe's Budget have put everybody into a pleasanter frame of mind.

The Board of Trade return for March are again gratifying, since they show not only a fresh increase in the declared value of the exports, but an increase in the quantities also of many of the leading items. We are getting familiarised to progress of this sort, otherwise the totals would indeed astonish us. The value of our exports for the three months ending 31st March 1871 showed of course an improvement on previous years, yet see how we have advanced since then. The total for the first quarter of 1871 was £47,719,605; in the first quarter of 1872 it had risen to £57,575,364, and in the quarter which ended with last month it was no less than £62,376,366. The amounts for March alone were £20,502,790, £20,165,568, and £21,744,213 in 1871, 1872, and 1873 respectively. The ship[illegible]enumerated for Bombay are as follows for last month:—cotton yarn, 452,900 lbs against 341,350 lbs in March 1872; piece-goods, 16,184,505 yards against 21,807,300 yards in March 1872. The amounts sent in transit were cotton yarn 68,100 lbs. sent through Egypt against 19,700 lbs. in March 1872, and piece-goods 3,549,700 yards against 1,325,920 yards in March last year. The total import of cotton last month was 1,418,029 cwts against 1,206,155 cwts, of which the proportion from British India was 183,382 cwts against 353,194 cwts in March 1872. The great increase was of course made up by the receipts from the United States, which were 1,012,481 cwts against 603,357 cwts in March 1872.

A further opposition to the carrying trade of the P. and O. Company has been announced this week by the determination of the Netherlands Steam Navigation Company of Amsterdam, whose vessels ply between Nienodiep and the Dutch ports in the East Indies, via the Suez Canal, to make the steamers call at Southampton and take in freight from this country as well as from France via Havre. They are to call regularly about the middle of each month and will take passengers as well. The first steamer under the new arrangement will be the Prins Hendrik, of 3,500 tons burden, appointed to leave Southampton about the 12th of May via the Suez Canal for Batavia, &c. The representatives of the company in England are Messrs. O'Keller, Wallis, and Postlethwaite of London and Southampton. This, however, is not the only line which cuts into the Indian traffic. The Commercial Steam Ship Company, whose vessels carry His Netherlands Majesty's mails have already established a line between Rotterdam and the Java ports, calling at Southampton. Two steamers have been despatched in succession, and the Kingston, a screw, is advertised to follow in due course on the 7th of May, the agents in Southampton and Manchester being Escombe Brothers & Co.

A prospectus has been issued here of a powerful banking association to do business with California, China, Japan, India and England, the head-quarters being in California, where the business of Messrs. J. Seligman & Co. will be purchased. It is proposed to associate with the bank prominent China and South American houses in London, which will enable it to enter into a very important branch of the bullion and produce business of San Francisco, that is, remitting gold and silver for London account to China, Japan, and South America, and receiving and sending cargoes and consignments of produce for and to those places. The fact that money commands in San Francisco from 10 to 15 per cent. is mentioned as a ground for expecting ample profits from the local business. The board of direction is of unusual strength and respectability, one of the directors being the Honourable Hugh McCulloch, the late secretary of the United States Treasury, and another Mr. Reuben D. Sassoon.

In my last I mentioned the production of the Railway Debenture Trust Company, and criticised its prospects. The directors have now issued a formal notification that for the 50,000 shares offered applications representing 191,594 shares have been sent in, so of course the letters of regret are numerous.

At length a dividend on the estate of Gledstanes and Co. has been declared. It is for 1s. the pound, and is payable on Wednesday next by Harding, Whinney and Co.

One failure of considerable weight has been announced here since my last. It is that of Aviexino and Co. of Palmerston Buildings, in the Russian and Levant trades. The liabilities expected to rank for dividend are about £140,000 and the assets in hand are over £60,000. The firm has been in business in England about 13 years. Among other failures and meetings of creditors may be enumerated A. S. Soutazoglon of Manchester, liabilities £51,000 and assets £10,000; Hardaker, Birkhead and Co., smallware dealers, Manchester, liabilities £14,000 and assets £11,000, a composition of 14s. 6d. in the pound accepted; W. Forrest, Blackburn, cotton spinner, liabilities £36,000 and assets £75,000, showing a surplus of £39,000; and James Marshall and Sons, cotton spinners, Stockport, whose failure I before reported; in this case the trustee was empowered to sell the estate, which will realise about 4s. 6d. in the pound and all costs. Mr. Marshall's discharge was granted.

In a previous letter I mentioned that the British Indian Extension, China, and British Australian Telegraph Companies were to be amalgamated on certain terms—namely, £11 per share to be the nominal value of the China, and the Australian companies £10 shares, and £15 that of the British Indian Extension. I have only now to add that the amalgamated company is to bear the cumbrous designation of the "India Australasia and China Company, Limited," and that it is to acquire the Tasmania and Victoria Submarine cable for £70,000, in shares. The actual capital of the three associations is £1,997,500, but the nominal capital is to be fixed at £3,000,000 to cover sums that may hereafter be required for duplication or extension of lines. There is no doubt that both the China and Australian cables must be duplicated ere long, and the Boards show wisdom in facing the inevitable. As for the Australian cable, it is threatened with competition at a not very remote date, though not, I think, of a formidable kind. In more than one of my letters I have spoken of the prospects that the Indo-European, a line which does not pay working expenses, would be amalgamated with the Eastern. It appears, as I learn from perhaps the best authority in all London on the subject, that negotiations for that absorption were in progress and had advanced so far that the terms, —£20 for every £25 share of the Indo-European—had been agreed upon, when Sir James Anderson and the other Eastern directors became aware that Siemens and Baron Reuter had arranged between them to lay down an opposition Australian cable from Tasmania to Singapore, thence by Burmah to Calcutta, and so home by the Indo-European. The negotiations were at once broken off, Sir James pointing out very pertinently that Siemens must either be a friend or a foe; he must not expect the benefits of friendship, and at the same time the advantages of rivalry. There is of course no secret that the Eastern and the British Australian Companies are closely connected; in fact, all these submarine lines are virtually one concern as Siemens and Reuter very well know. The only result then of buying up the Indo-European off Siemens' hands would be, unless care were taken that the enterprising German with his friend Reuter would start another line somewhere else to be bought off; and the business would be endless. The Eastern Boards are quite aware of that, and they intend to exercise their monopolist powers whenever they can, unflinchingly, to crush all attempts at poaching on their submarine manors.

Although the money market was stringent last week, and an advance on the Bank rate was then expected, none has since taken place. It is singular by how slender a chance we avoid these movements sometimes. That which has alone presented a rise in the rate was the circumstance that the P. and O. steamer with £1,100,000 in gold from Australia arrived on Monday last, and of this gold £500,000 in Australian sovereigns was sent to the bank. Notwithstanding this useful reinforcement of the precious metals, the bullion in the Bank has fallen off no less than £547,000 in the week, showing what a serious drain it would have proved had the gold from Australia never arrived. Supposing that the steamer had gone to the bottom, or that she had even been obliged to put in any where for repairs, and that the gold had taken just one week longer to reach its destination, what would have happened? The Bank rate would no doubt have been raised 1 per cent., and all mercantile business would have been mulcted to that extent. It is not pleasant to think we have to depend on such contingencies. For the moment things are therefore easier in the discount market; but it is only for the moment. There will be a heavy demand for gold on account of the Scottish banks in about a fortnight, and the claims for Germany are far from satisfied, so that at any instant the double pressure—for discount and for bullion—may compel the directors to move upwards to 5 per cent.

The cotton market has been dull this week, but things have been so exceptional that we can hardly test it by the transactions of a holiday time. Next week, when it reopens, I should not be surprised to find an improvement with some strong buying on account of manufacturers.

AT DINNER WITH THE BLUE JACKETS.

It will be some time before those who had the good fortune to see the feast which the inhabitants of Bombay gave to the men of the Flying Squadron about a year ago will forget that night, when the long tents on the Esplanade were filled with nearly a thousand blue jackets who were busy taking "in cargo," and heaving out "chaff" and banter in the intervals when "cargo" was not in the way. It was with the remembrance of that glorious afternoon, and the hope of enjoying once more an opportunity of witnessing the characteristic humours of British man-o-war's-men, that we accepted an invitation to meet the amateur dramatic company of H. M. S. Glasgow at dinner on Tuesday night. The affair came off in a shed adjoining the saluting battery, at the head of Apollo Bunder; Mr. Smith was host; and the time of opening the attack upon the victuals was set down as seven o'clock. When we arrived at the place we were introduced to the chairman, Mr. Randall, a smart-looking young fellow, and then to Mr. Campion, a big Falstaffian chap, who shook our hand with a will that suited the words he jerked out, "Glad to make your acquaintance, Sir." The tables were covered with Mr. Smith's substantialities, but there appeared to be nobody present except Mr. Randall and Mr. Campion, and we were wondering where the company were, when a noise outside attracted us thither, and we saw about thirty tars either sitting on the ground or walking about, chatting, laughing, whistling, or sentimentally staring at the harbour lights. When dinner was announced a rush was made for the doors, and before one could have said "Jack Robinson" the shed was filled with as tidy, fresh-looking fellows, as anybody could wish to see—their faces as open as their great red chests—and their hearts doubtless as clean as their blue-trimmed jackets and spotless white trousers. After sundry hints from each other to stow themselves away and hitch their carcasses along a bit, they got settled down comfortably at the tables. The soup was not quite ready, and while they were waiting for it, the guests amused themselves by word contests, in which the vice-chairman, Mr. English, a thinnish-faced gentleman, about forty, sunburnt, and possessing a remarkable twinkle in his eyes, distinguished himself, and so much did the company seem aware of Mr. English's power of banter that they laughed at every word he said, and only hit at him sideways, as it were, for if any of them dared to beard him to his face he was down upon the delinquent at once with a good-humoured hit at his person, his mind, or his tastes, which set the tables in a roar. Indeed, he seemed conscious of his resources himself, for if a timidish wag said anything about him, Mr. English would grin and cry, "Avast heave there, or I'll close you up in half a turn o' the capstan." Perhaps the vice-chairman was just getting a trifle tired of waiting for the soup, and he cried out that he had a "good mind to begin at them solids, as the soup could be filled-in any time," a threat which seemed to meet a good deal of favour, and was probably prevented from being carried out only by the opportune appearance of the "smoking turtle" upon the table. The soup done, there was a great demand for the "Alderman in Chains," and we were wondering whether the sailors hadn't captured an old London municipal official somewhere, and were showing him about like a second Bajazet, when a huge turkey made its appearance hung round with links of very stout sausages; and this we found was the Alderman in Chains. Taking pity upon the Alderman's captivity, Jack soon swallowed him up, chains and all. Pigeon-pie now came into vast demand, and no line of soldiers could have presented bayonets more steadily and sharply than the company presented their plates at the breast of the individuals who were anatomising the pies. Somewhere from about the middle of the table a voice said, "Drat them bones; I can't make them out nohow; they are everywhere in your mouth just when you think you've got a nice bit o' meat; I'll have some saddle o' mutton." Somebody asked Mr. English if he wouldn't have pigeon-pie. "Well, since you're so anxious about me, I don't mind if I do; I've still got some room in the hold," said Mr. English. "Then how much would you like?—now be moderate" "O, just about a cow's-mouthful, and be quick," said Mr. English again, whereupon the company went into fits of laughter, and a young fellow, who had a great respect for Mr. English, said, "Ah, you can't make nothing o' our bos'n's-mate." When the pigeon-pie was all done, and every demand for more gravy supplied, an attack was made upon the saddle of mutton, which held out for a little, but soon succumbed and dropped into the same tomb as the pigeon-pie. Then came upon the scene the puddings—there were plum-pudding, ice-pudding, and several other kinds of pudding, but obviously none of them were so beloved as the plum-pudding and the ice-pudding. Mr. Randall dispensed the latter, and Mr. Smith and Mr. English had to "shovel out the plum-pudding and blazes." Mr. English had a hard job of it, and his time was so much occupied in digging into the bowels of the flaming mess that we were afraid he was going to be deprived of the latter part of his dinner. "How many more of you are going in for the spotted angel and blazes?" he cried in desperation when the thirtieth plate was pushed before him; "give a fellow a chance." At last the tide for more plum-pudding ceased to flow, and Mr. English wiped his brow and commenced the plum-pudding business upon his own account. Some of the company found the plum-pudding too hot, and sent up their plate to Mr. Randall for a slice of the ice-pudding; and others found the ice-pudding too cold and ate it in company with some plum-pudding. Those who took the ice-pudding alone cried, "O, my eye!" and then clapped their hands across their mouth, and as they swore they had got tooth-ache or the "roomatics in the jay," glasses of brandy had to be set down beside them—in consequence of which a majority of the company very soon had toothache or alarming symptoms of its approach. A lot of jokes about the ices flew round the table, and we watched one elderly chap lie back in his chair with open mouth and allow a huge piece of pudding to melt slowly down to "his baggage room," after which he said slowly, "It's my candid opinion India isn't such a bad place after all;" and then, with a sudden outburst of energy, "Mr. Chairman, please give's another bit o' that ice-pudding." Mincepies and some light pastry followed the puddings, and for a few minutes there was a good deal of a crumpling and munching kind of noise. Nuts, plantains, pomeloes, and pine-apples were next attended to, and there was nothing remarkable about this operation excepting that the pips of the pine-apples seemed to be a source of great discomfort to Jack, who tried to get them out under the table when nobody was looking. This about finished the dinner, and the company took the last drain at their bottle of beer, lighted their cigar or their pipe, leaned back, stretched their legs as far under the table as they could, and then gave the chairman to understand that they were perfectly prepared for the speechifying and the singing to commence. "The Queen" was toasted with great enthusiasm, and Mr. Greenbacu sang the "Empress of the Waves" in good style. The chairman gave the "Prince and Princess" next, after which Mr. Meredith sang, "Happy be thy Dreams" with a very sweet voice and a good deal of feeling. Mr. English was then called upon to reply to the "Army and Navy," whereupon the vice-chairman jumped up, gave his trousers a hitch, cleared his throat, and spoke as follows:—"Ladies and gentlemen (laughter, because there were no ladies present, and this was Mr. English's fun)—ladies and gentlemen, avast heave there. In rising to respond to the toast of the Navy and Army, I can truly say, with my old friend in the play, 'I'm not much of a hand in the speechifying way except "Shiver my timbers and belay."' Ladies and gentlemen—The first recollection of the Navy we have got is Noah's Ark, and compared with things now-a-days she must have been a common enough-looking craft. She was built of wood and was made to float on the water; but now, boys, they build ships of iron and float them under the water. (Great applause.) But we are talking of the Navy of the present times—(hear, hear)—and as I have been in it, man and boy, for the last three and twenty years, I may say there has been a vast improvement made on our ships in that time. In fact, the ships are going on to such an extent that I don't know what we are going to light on. They'll be getting the ships too big for the guns, and the guns too big for the ships, and will need to fall back upon bows and arrows. (Great applause.) I am getting quite flummaxed, and have lost my reckoning upon that point completely; but I wish our Navy every success, and that it may ever be as it deserves to be, the foremost in all the world. (Great applause, which continued for two or three minutes, during which hands and feet were kept a-going.) As for the Army, ladies and gentlemen, and Mr. Chairman, I cannot say much about them, although I have got a relative somewhere in the Army, who is doing very well, I think, just like the whole Army. In fact, I believe, they are a very fine lot of fellows—are doing very well—and are living in the hopes of doing better. (Laughter, and great applause.) Before I sit down I beg leave to propose the health of the Dramatic Club of Her Majesty's ship Glasgow. (Loud cheers.)" The chairman chaffingly said to Mr. English that he had now better interpret his speech, and the bos'n's-mate was at once upon his legs to protest that the company would have to go to school again. Mr. Wilson replied to the toast, and then proposed the "Founder of the Club," who was no other than Mr. Campion, the stout gentleman. Mr. Campion seemed to be immensely popular, and his reply, on behalf of himself and Mr. Lee Shirley, was welcomed with great applause. Mr. Rhymes *alias* Macfarlane got up and gave the company a recitation all of his own composition, and here it is:—

Our glasses being emptied, fresh liquor brought in,
You ask for a yarn, and expect I'll begin;
When a man's once knocked down, it's no use saying I won't,
He can talk if he likes, and he must if he don't.

That point being settled, I come to the test,
And now like a parson, I look for my text;
For in telling a yarn, 'tis as well, without doubt,
To be able to tell what the yarn is about.

What's your yarn about then, you may cry in a huff:
Well, that you shall know in good time enough;
And if you will all pay attention to me,
You shall hear what occur'd at famed Trincomalee.

It chanced that there one bright summer's day,
The gallant ship "Glasgow" at anchor did lay,
When to enliven the time as change often ensures,
A company was formed of Theatrical Amateurs.

It succeeded, and when first amidst great glee and laughter,
They came on the stage with the Farmer's Daughter,
At the conclusion of which an obliging young man,
Personated himself as the Boots at the Swan.

The Farmer's Daughter we beheld after this once more,
All thought Miss Fr. look as well as of yore,
And all deem'd her to be a regular young Smasher,
This time she was accompanied by Hasher and Crasher.

Ben Bolt twice enacted, I must next you tell,
Along with the charming and sweet Area Belle,
When for to wind up, and take a new route,
We had to conclude, with Turn Him Out,

When next we appear'd after sailing afar,
'Twas when we arrived at the Isle Gairzilla,
When the unfinished Gent tried a Kiss in the Dark,
And Who shall I Marry? was up to the mark.

Here, again, we fell in with the sweet Area Belle,
In a Regular Fix along with a swell,
And to conclude the whole with a dramatic pinker
We had to shake hands with the Terrible Tinker.

And now, my kind friends, I bid you adieu,
I hope my yarn has pleased all of you
I've done my best as should all conformers,
And propose the health of the A 1 Performers.

Mr. Rhymes was overwhelmed with applause when he resumed his seat, and I was told in confidence that he was nearly as good as old Tom Dibdin, and had written three nautical dramas named as follow:—"The Brother's Revenge; or, I'll avenge her" (in three acts); "Barney O'Hea: or, False Friends" (two acts); "Bill Stanley: or, Lost and Found" (in two acts). Mr. Smith's (the host) health was then drank, after which Mr. Smith made a speech which told with them all. Songs (by Messrs. Meredith, Saxon, Walker, Abigail, Fenner, East, James, Williams, Houting, Roberts, Wilson, and Powell) and speeches followed fast now. Allusion was made to the high opinion Sir Bartle Frere expressed of the Navy when he was at Zanzibar; and mention was also made of the incident which happened at the Flying Squadron feast, when a perspiring Jack who could not manage to carve a sucking pig that lay before him, hailed the Hon. Mr. Justice Bayley with, "Sir, will you catch the little beggar's rudder while I cut 'is 'ead off?" and as the Blue Jacket who said this was singled out on the present occasion, we left the company when they were proposing "to take his portrait." The singing of most of the men was first-rate, and we have no doubt they possess considerable histrionic ability. We should like to see them have a turn on the boards at Grant Road Theatre, and we think that if Admiral Cumming or Captain Jones would just consider how hard up Bombay is for amusements, we think they would give the public a chance of showing their appreciation of performances by the Blue Jackets of H. M. S. Glasgow.

THE TYRANNY OF THE MONEY LENDERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your very excellent article to-day on the subject of the tyranny of the money lenders over the land holders you mention with approval a suggestion to appoint officers similar to notaries public and to insist on all written conveyances being drawn by them. There is one obstacle to this, and that a serious one. It would necessitate legislation of the nature of the English Statute of Fraud requiring certain contracts to be in writing. In India the agreement "de verbo presente" is the contract, the writing is only the evidence of the contract, and not essential evidence, whereas in England a deed of sale is treated as the contract itself. To avoid confusion it is well for mofussil lawyers to use the word "bill" for "deed." If notaries public were appointed as proposed without a law making a written contract compulsory, the money lenders to save fees would give up the use of writing as evidence of their contracts, and would lend on verbal contracts, which would lead to a state of things worse than the present.

Bombay, 30th April. ANNAT.

NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

RAJPOOTANA, 25TH APRIL.

I committed a very serious mistake in my last letter. Even at the time of writing it a shadow glittered across the sun-shine of the brain that conveyed a dim and indistinct impression, and an instinctive feeling that something was wrong, though at the time I could not precisely tell where. In alluding to the great Ramgurh Lake project in the Jeypore territory you were told that the area of the lake, when bunded, would consist of 20 square miles and that it would irrigate the same quantity of land surface. This latter is of course a gross error, as will presently be seen.

It has been a custom in India from time immemorial amongst Hindoos and Mahomedans to leave behind them some memorial of their existence upon earth. These often take the form of a serai, or resting-place for travellers, a well, a mausoleum, a garden, a plantation, and more frequently, after a life passed in excessive wickedness, a sacrifice being suddenly made to the devil of the sins of their youth, by the erection of temples, mosques, or shrines. You may have observed in many of the newspapers a notice to contractors signed by the Executive Engineer of Jeypore for the construction of a masonry dam in connection with the project, a few particulars concerning which I now give you. The source of the river Bangunga is near the town of Manhorepoor, in a hilly district some 35 miles north of Jeypore; from this place it continues through a range of hills for 25 miles, and ultimately flows through a narrow gorge into a comparatively level country. The object aimed at in the project is to throw a masonry dam across this gorge and so store up water for the irrigation of a tract of country below it to the minimum extent. The width of the valley at the bottom is 332 feet, and at the level of 130 feet above it, 730 feet. The foundation on which the dam will rest is of hard rock, and the sides of the gorge are also of rock. The rock is about 13 feet below the present bed of the river, and the foundations will be got in by means of coffer dams kept dry by means of steam pumps. Of stone, there is any quantity close to the site, and the lime of Jeypore is of such a quality that it would be rejected by the Public Works Department as too durable and tenacious for use, for native contractors would be put to unnecessary trouble from the quantity of sand and earth they would be compelled to mix with and to give it departmental consistency for any ordinary wear and tear. To furnish an example of the strength of Jeypore lime: one of the trial wells that were sunk near one edge of the river at the site of the dam rested on a rock at the depth of four feet below the bed of the river: during a fresh last June, a month after the masonry was finished, the river rose suddenly, *whole and entire* had been thrown down and carried away some little distance, but it was not broken. The height of the dam will be 130 feet; extra for parapet, 5 feet; thickness at top, 20 feet; at bottom, 93½. The lake thus formed will be capable of retaining an amount of 22,008,043,680 cubic feet, or enough to hold the water of two rainy seasons, besides the reserve supply. A canal is also to be constructed, as also aqueducts and distributaries. Bridges across the *rajbahas* are provided for in the estimate for every five miles, and if others are found necessary, they will be constructed at the expense of the villagers. The falls along the canal are vertical without gratings. The falls will be 12, 10, and 5 feet in height, but no credit has been taken for their utilization in grinding all the corn that may be grown in, or imported into, the state by means of water mills. The cost of the dam, sluices, lower dam and inspection bungalows will be about 9,20,000 rupees; of the canal, overbridges, aqueducts, distributaries, &c., will be 3,50,000 rupees—or, in round numbers, 13 lacs. The profits that may be expected from the project will be either 12½ or 28 per cent. according as the canal is for a perennial supply or for a *rubbee* or winter crop only. Considering that water is generally required for the rubbee harvest, and that it is doubtful whether the rich *kurreef* or autumn crops of sugar, indigo, &c., would ever be extensively cultivated if water was provided for them; and that the loss by evaporation from March to July would be nullified by the water having been utilized before the extreme heat began, and that grain crops will always find a ready market in these parts; also that the area over which the water will be distributed will be greater, while the cost of supervision will be less, than if maintained during the whole year,—all these reasons point to the rubbee canal cultivation as the most profitable, and support the theoretical conclusion that it will pay nearly three times as well.

What am I to say of the noble example and enlightened spirit evinced by the Maharajah of Jeypore in the enterprise of a work of so great moment, especially when it must be remembered how liable these states are to periodic recurrences of drought and famine? In olden times only the most enterprising succeeded in establishing and maintaining their authority in the native states of India. The existence of this spirit showed itself in every act of the individual. It was this spirit which doubtless caused to be constructed many of the magnificent lakes which stud Rajasthan. In more recent times, owing to the tranquility of the country which has pervaded the country since the supremacy of British power, there have been rare evidences of the spirit. Peace from outward foes has resulted in the apathy of every act of the people, from the chief to the peasant. Something is required to stimulate them to exertion; and, among other things calculated to do so, perhaps works of irrigation are as likely as any other to be successful—projects that will enable a chief to leave a mark not only on his own age but for future time, and show the people that a victory over famine, poverty, and neglect is far more worthy of their efforts than the conquest of, and robbing their neighbours. Among the many benefits derived from a liberal and judicious expenditure on works of this nature may be enumerated—the indirect good to the State, in the labour provided, and food thus distributed, while the work is in progress; the fact that the whole of the expenditure is in the State itself; the profit to the state in the well-being and prosperity of the people which money cannot represent; the bringing of a vast area of land under cultivation which now lies waste merely for want of water; and, above all, the influence of the example on other native states generally. In this work, and all others which His Highness of Jeypore has initiated, and the liberal and enlightened policy that has characterised his reign let me note that the latent desire to give prosperity to his subjects took the form of action to any great appreciable extent only when a lasting friend-hip had been cemented between him and the late Viceroy, Earl Mayo, and the Maharajah's mind had been stirred by the real interest in the well-being of himself and his State evinced by that Governor-General, his visit to his capital, the convening of a durbar, &c. It would be as well, perhaps, for Lord Northbrook to follow a little a similar course of action. A mere state visit to the Rajpootana chiefs by the Viceroys, once during their tenure of office, would be deemed a great honour and immensely appreciated, but if out of the formality of a state visit, there grew projects the effects of which cannot be estimated or the vast benefits, that would ultimately be realised by the mass of the people, surely the good example set by the late Earl might, as a matter of policy, be initiated.

I believe that Messrs. Glover and Co. of your city, and the contractors for the Rajpootana line of railway from Agra to Ajmere, have sent in tenders for the whole of this grand irrigation project, and it is very probable their tenders will be accepted, but I would caution them to insert one clause in their agreement with the Executive Engineer of Jeypore, and that is, that matters of dispute in detail or account be settled by arbitration, and that the arbitration be final. If they expect simple and speedy justice in a civil court of justice in a native state where the litigants are of mixed nationalities, say for instance a European or native British subject *versus* a subject of Jeypore, or *vice versa*, they may take their seats on a monument, and smile not at grief, but whistle for an early or an equitable decree.

I must here note that the whole of the topographical survey, plans, designs, and estimates for this great project was the work of H. W. Hughes, C. E., Assistant Engineer in the Jeypore P. W. D., and certainly reflects the highest credit on his engineering abilities.

A cursory allusion was made in my last letter anent the *Mayo College* at Ajmere. I shall have my say out on this matter, and henceforward submit a quarterly or half-yearly report of the progress effected in this great work. What the outgrowth of the parturition may be cannot of course yet be known. It may be a most *ridiculus mus* or it may be a monstrous hermaphrodite, of whose make, shape, and proportions there can be no idea till the result of an inspection be known. The conception of a college emanated from the fertile brain of the late Governor-General, and had often been discussed between him and the Jeypore ruler amid all their festive intercourse at Simla in the summer seasons of 1869 and '70. There sprang up between these two men a romantic friendship at first sight. Earl Mayo's genial Irish disposition, winning and affable, unlike the repellant pride and official hautour of the English aristocrat, soon endeared him to natives holding the highest positions and of every class. After Jeypore had danced a couple of seasons with Lady Mayo at the balls given at Peterhoff, and frisked away with the belles at these assemblies, the transition to works of greater importance was not far off. What rendered the ties between the two great men more binding was the visit of the Viceroy in State to the Maharajah in his capital of Jeypore in 1870. No Governor-General had ever been in Rajpootana before except Lord William Bentinck. The paramount power was a vague myth in the brains of the Rajpoot princes and chiefs, something like the *Koubanie Bahadoor* of the olden time, whom even well educated natives always supposed to consist of ancient and antiquated dowagers. At Jeypore the paramount power was visibly personified in the stalwart figure of the Viceroy, surrounded by all that state and pomp and those adjuncts and properties that give so delightful a holiday and charming a feast to the eyes of the Rajpoot sightseers. There were great *tumashas* in Jeypour in those days. Lord Mayo laid the foundation stone of a magnificent hospital for that city which is to be named after him. I am told that this hospital is to be diverted from the purposes for which it was originally designed and resolved into a Town Hall. If so, I shall have something to say hereafter concerning the transmutation. It was at this meeting of the great rulers of Rajpootana, and the mass of the Rajpoot nobility, that the question of the college was mooted and discussed. It was on this occasion that that old debauchee, the late Maharajah of Jodhpore, slighted the Viceroy by refusing to attend the durbar held at Ajmere about some question of precedence with the Oodeypore Maharajah, before whom he was individually not fit to hold a farthing rushlight. All were enthusiastic about this great work of the grand college. It was this institution that was to reform the customs, elevate the minds, and fill the empty chambers of the future princes and chiefs of these states. They should be educated, and already the zeal and enthusiasm of the chieftains and sachems pictured to themselves that glorious future when their sons would blaze as statesmen and legislators. The grand pageants were intoxicating. Jeypore led the way and showed the example. This last word brings to my mind a story which I must relate as intensely illustrative and applicable to the matter before me. Besides you must permit me to write my letters my own way. There is a reason for everything, and my word-painting must not be touched or improved. Travelling once in Nimar towards Khundwa on the G. I. P. Railway, we stopped at Lalbaugh, the station for that once-famed old Mahomedan town, Boorhanpoor. The day was hot. I was dozing in my carriage, when up rushed a hungry-looking Scotch missionary who ministered to the spiritual wants of the railway employés along the line and was himself a paid servant of the company. He came to the window with a shout "Come out and pray." "And pray who are you," said I. "I am the Lord's minister," he replied. "What business have you to disturb me, I would like to know. Besides that, I want none of your ministration. I am a temple within myself," was my ready answer. However, after he left the carriage door, I went out and joined the meeting, and after a quarter of an hour off we started again. On arrival at Khundwa, I made for my hotel, and anticipating that my friend the Scotchman would soon make his appearance, ordered a substantial breakfast, desired that plates might be laid for two, and that two bottles of port wine should be placed on the table. I arranged my Bible and Shakspeare where they could be easily seen. In due course my newly-made acquaintance made his appearance, and after exchanging the compliments of the day and a short conversation, his eager eye caught the second knife and fork laid out—"Ah, he said, I see there is a second plate on the table. I suppose you intend that for me." I assented, and we sat down to the meal, to which my friend did ample justice, as well as to the port wine. Our small talk turned upon matters of religion. I informed him that I never travelled without those two books, pointing to those just named, and gave him to understand I was quite prepared for a controversy if he was willing to accept it. I delicately referring to his having disturbed me in the morning and to having used the expression of being a temple within myself. "This may be all very true, my dear Mr. Smith," (and for the first time in my life I felt the full force of his reasoning and its great significance) said the worthy servant of his Master, "I may not be able to teach you anything, and you may be wholly capable of ministering to yourself, but remember the mighty influence of the force of a *good* example." Let us now go back to our sheep. The Jeypore Maharajah, under the guiding inspiration of the Viceroy, set the example by heading the list with a munificent donation for the erection of this great national *dhun mutter*. He it was that became the headstone of the edifice, for Lyceums cannot be raised without the aid of money. His Highness Saramade Rajahae Hindustan Raj Rajendra Sri Maharajah Dhiraj Swai Ram Sing Bahadoor,

SHIPPING ITEMS.

THE SHIP THUNDERBOLT, 1,193 tons, Captain James Goldsworthy, will sail to-day for Liverpool with a cargo of 6,957 bales cotton, 101 bales wool, 750 cwts. myrabolams, and 500 cwts. linseed.

THE P. & O. Co.'s s.s. NUBIA, 1,033 tons, Captain W. B. Hall, arrived in harbour yesterday, from England, with English mail, passengers, and the following cargo —1,039 packages unknown, 40 boxes specie, and some packages for transhipment.

MESSRS. R. RUBATTINO & Co.'s s.s. ARABIA, 763 tons, Captain G. Coboarn, will sail to-day for Genoa, &c., via the Suez Canal, with the following passengers :—For Genoa—Lt.-Col. and Mrs Gordon, Rev. and Mrs. Hanbart and 4 children, Mr. Joseph André, and Mr. E. Meiffre. For Port Said—Miss Fanny Friednald. For Marseilles—Mr. and Mrs. A Carvalho and Mr. A. Montclark. For Suez—Mr. Hajee Hamed. She carried the following cargo :—For Genoa—1,150 bales cotton, 32 bales wool, 72 corges skins, 213½ corges hides, and 188 bags saltpetre. For Messina—6 cwts. coffee and 120 corges hides. For Naples—1,000 bales cotton, 109½ corges hides, and 70 corges skins. For Marseilles—100 bales cotton, 17 bales wool, 1,299 cwts. coffee, 83½ corges hides, and 1,155 cwts. jingelly seed.

AN INJUNCTION GRANTED BY THE HIGH COURT IN THE TOWERS OF SILENCE CASE.

SIR JAMSETJEE JEJEEBHOY AND OTHERS VS. COORJEE PRAGJEE AND OTHERS.

YESTERDAY, at the High Court, before Mr. Justice Bayley, in chambers, Mr. Anstey, instructed by Messrs Craigie, Lynch, and Owen, on behalf of the trustees of the property of the Parsee Punchayet, presented a plaint against Coorjee Pragjee, Jacob Jumal, and others, and moved for an injunction and *ad interim* injunction, and for the appointment of a receiver. Mr. Anstey moved in terms of the prayer of the plaint that the defendants may be decreed forthwith to deliver to the plaintiff's possession of two of the plots of ground mentioned in the plaint as Nos. 2 and 3, and be restrained by the injunction of the Court by themselves, their servants, or workmen, from passing over or trespassing upon plot No. 1 mentioned in the plaint; that the defendants may, by a like injunction, be restrained until the hearing of this suit from cutting down trees, removing fences, digging up or removing soil or subsoil, blasting rocks, erecting buildings, and committing any acts of waste in or upon the plots Nos. 2 and 3, and from passing over or trespassing on plot No. 1; and that a receiver may be appointed to take possession of and hold the plots Nos. 2 and 3 until the hearing of this suit, and to take and hold the rents, issues, and profits thereof.

Mr. Justice Bayley accepted the plaint as a long cause, and granted a rule *nisi* for an injunction as applied for, returnable on the 5th June next, together with an interim injunction. A full report of the application will appear in our next issue.

THE TOWERS OF SILENCE RIOT CASE.

ON Tuesday last, at the Girgaum Police Court, the enquiry into this case was resumed before Mr. Cooper against seventy-three of the defendants, the case against two, who were sick, being reserved at present. Mr. Ferguson, instructed by the acting Public Prosecutor, appeared for the prosecution. Mr. Arthur Peile appeared to watch the case on behalf of Coorjee Pragjee and Jacob Jumal, who claimed the ownership of the disputed ground. Mr. Starling and Mr. Leith, instructed by Messrs. Craigie, Lynch, and Owen; and Dr. Dallas, Mr. Chalk, and Mr. Jefferson appeared for the defendants, who were all represented.

Mr. John Duffy cross-examined by Mr. Jefferson—I was engaged by Coorjee Pragjee and Jacob Jumal about the 1st March last. It was on the 25th March I heard from Jacob Jumal that they were prepared with the plans. He told me to be ready to take charge of the ground. I neither asked nor learned what assistance I was to have in order to keep possession of the ground. I have been in Bombay thirteen years, and have been much engaged in contract work. I looked upon ten of the Purdasees and the ten Pathans as workmen; they were employed in collecting stones to be broken into metal. A part of the plan was to make roads as well as to erect buildings. I learned this about the end of March or the 1st April. It did not appear strange to me that twenty Purdasees and ten Pathans should be employed on the ground, because I imagined they wanted to clear and level the ground first. I had Purdasees working under me in road-making when I was employed in the service of the Municipality. I had ten Purdasees directly under me, both as watchmen and as workmen. I cannot tell I have lately seen any Purdasee workmen in Bombay employed as labourers in buildings. I have taken no particular notice of them. On the B. B. and C. I. Railway you will find some hundreds of Pathan labourers. Either Coorjee or Jacob Jumal told me that the police had been sent there in order to prevent a breach of the peace. I don't know whether they thought a breach of the peace was likely to occur. I did not know it was disputed property which we were pegging out. I gave to the three Carwas who lived on the ground notice to quit some days after the 27th March, because I learned they were not Coorjee Pragjee's tenants. I heard they had purchased the ground two years ago, and had lately succeeded in getting it transferred into their name at the Collector's Office. On the 27th March, Mr. Brown remained on the ground about two hours, and the native police were left behind. The police simply watched our proceedings. A policeman has been on duty there ever since. Sometimes I have seen two or three policemen on the crown of the hill about a hundred yards from the ground that was pegged out.

The Magistrate—Is there not sufficient evidence before the Court as to the part taken by the police?

Mr. Jefferson—I am afraid that we have not sufficient evidence as to the part taken by the police, and I don't think we shall have until we go to a higher Court. I am instructed that no disturbance would have taken place if the police had not interfered in giving those men possession of the ground.

Witness continued—I cannot say whether or no Coorjee Pragjee would have proceeded to take possession of the ground if the police had not interfered. I cannot say whether or no a disturbance would have taken place if Coorjee or any one else had not proceeded to take possession of the ground. When I left the ground on the evening of the 27th March there were twenty Purdasees and Pathans in possession of the ground. The next morning I found twenty-eight of them, who have been in possession of the ground from the 29th March to this time. Their numbers had nothing whatever to do with the likelihood of their being turned out of the ground. The Purdasee watchmen did not interfere with the toddy-drawers until after they received an order from me to do so. I have no idea whatever as to the number of watchmen kept on public buildings now in course of construction to take care of the materials. I erected the barricade, not because I was afraid of a flank attack, but because I wanted to prevent people from coming on the ground. This is the first time I have taken possession of land in this manner for private parties. The disturbance was nothing beyond the pulling down of the huts, and the destruction of my tent. I have been living on the ground since the disturbance under the remnants of the tent. Since the disturbance there have been bamboos cut on the ground; but not for weapons of offence or defence. If there were a row to-morrow I would not allow any of my men to interfere.

Dr. Dallas declined to cross-examine the witness.

Cross-examined by Mr. Chalk—There is a wall along the brow of the hill which ends near the municipal burning ground. The piece of ground which was pegged out, was enclosed within a larger piece surrounded by another wall. There are several boundary walls. The whole of that enclosed ground is intersected by paths. It was recently under cultivation. There is a passage leading to the Nepean Sea road, but I don't know whether it is public or private. There is a building now under construction within the compound wall of the Towers of Silence. I ponnot say that the tower nearest to the ground was in use at the time.

Mr. Ferguson does not re-examine the witness.

LUXMON VISRAM examined by Mr. Ferguson—I am a police jemadar, and do duty on Malabar Hill. I remember the 27th March last, on which day I received instructions at 4 P.M. from Mr. Brown to direct a havildar and some sepoys to go to a piece of ground near the Towers of Silence. I gave directions to the policemen under me. On the 3rd April I accompanied Mr. Brown to the ground. On our return we met the first prisoner. Mr. Brown said an application had been made for carrying on blasting on the ground; and that a battalee had been beaten; and asked him if he had any objection. Prisoner said he would send his objection to the office; and that as his trees had been cut down, he would pull down the chawl and the tent on the ground. Mr. Brown told him not to do it, as the matter was one for adjudication in a Court; and that if he did so he would be taken into custody. On the morning of the 4th April I came down Malabar Hill on the Gaumdevi road and met four Purdasees, armed with large sticks, going up towards the Towers of Silence. I spoke to them and took them to Mr. Brown's bungalow. I took the sticks from them and left them under surveillance in the compound. Mr. Brown then gave me certain orders, in consequence of which I had all the roads leading to the Towers of Silence watched. I also ordered that persons going up the hill with sticks should be stopped. About sixty-one men, who were going up with sticks, were stopped that morning. They were all taken and kept in Mr. Brown's compound. They were Purdasees, Seedees, a few Mahomedans, one Iranee, and a Parsee. There were six Seedees. They were not going together, but in knots of two and four. I was not present when either the Parsee or the Iranee was arrested. I had gone up the hill again. A havildar and ten or twelve sepoys had preceded me. Shortly afterwards Mr. Brown and Mr. McDermot came in a buggy. I drew Mr. Brown's attention to a mob or crowd of persons inside the compound of the Towers of Silence. Some of them looked like Parsees and others like Iranees. I and Mr. Brown went to report the matter to the Commissioner, leaving the havildar and sepoys on the ground. As we were returning we met a policeman, and in consequence of what he told us we made haste. I saw 200 or 300 persons breaking down a tent and chawl, some portions of which had been knocked down with sticks, pickaxes, powras, crowbars, and chunaun-pounders. There were among them Parsees, Iranees, Moguls, Ghattees, and Mahomedans. The Moguls, on seeing us, ran down the hill: also some of the Parsees and Iranees. Mr. Brown told the men not to act in that way, but they did not mind him. Mr. Brown directed me to keep Nos. 1, 2, 32, and 48 in our custody. I accordingly took them in custody. Some persons were taking the pieces of the chawl and the tent and throwing them into the fire on the municipal ground. The fire burnt up a great deal, and we told the men not to do so as there was danger of certain huts and hay catching fire. They did not stop, and I placed a number of policemen round the fire.

The witness's examination was not finished, when the magistrate adjourned the case until 2 p.m. to-day (Thursday.)

SERIOUS CHARGE AGAINST A BHATTIA.

AT the Fort Police Court yesterday, before Mr. John Connon, Senior Magistrate, a Bhattia named Khimjee Premjee was charged at the instance of Mr. Robert Clerk, chief accountant in the New Bank of Bombay, with using a Government stamp known to have been before used and for knowingly selling a Government stamp, for which the mark denoting that such stamp had been used had been erased.

Mr. Cleveland (Hearn, Cleveland and Peile) appeared on behalf of the Public Prosecutor for the prosecution; the prisoner was undefended.

Mr. Robert Clerk said—I am chief accountant in the New Bank of Bombay, Limited. On the 5th of April Exhibit A was presented for discount at our Bank. It was presented by one Khoodabux, a servant of Khetseedas Hurmookroy. I agreed to discount it. When checking the amount of discount, I saw that the stamp had been tampered with. In consequence of this prisoner was brought to me. I asked Khoodabux in the presence of prisoner if he (the prisoner) was the man of whom he bought the stamp. I then asked the prisoner if he had sold the stamp to Khoodabux. The prisoner said that when he sold the stamp it was a good one. Prisoner then came up to me and offered me another stamp to put on the bill. I then sent prisoner to the Stamp Office. The stamp on this bill (Exhibit A.) is not a genuine stamp. The figure of the Queen's head belongs to a different denomination of stamp.

Khoodabux Kalloo deposed—I am in the service of Khetseedas Hurmookroy, merchant. I received instructions from my master to purchase a bill stamp. I purchased it on Saturday the 5th April, of defendant. I had the bill with me on which the stamp was to be affixed. This (exhibit A) is the bill. I know it by my master's signature. I gave him the bill; he placed the stamp on it and then returned the bill to me. After that I went with the bill to the Orienta Bank. I presented it to the Oriental Bank, where it was signed and something was written on the stamp. A Parsee in the Oriental Bank said that he would not discount it. I then went to the New Bank of Bombay, where I offered to discount it, but it was not discounted there. I was sent for by the last witness, Mr. Clerk, who asked me where I got the stamp. I told him "It was the prisoner, whom a sepoy took to the Bank." Prisoner would not come at my invitation. The prisoner when we got to the stairway in the Bank premises offered me this stamp (exhibit B), and asked me to take off the stamp on the bill (exhibit A), and put this stamp (exhibit B) on instead. I kept the stamp (exhibit B) though prisoner asked me to return it. The stamp on the bill (exhibit A) is in the same condition now as when prisoner handed it to me, with the exception of the date. I never bought stamps of prisoner before. He is a regular stamp-vendor. I had seen prisoner before selling stamps.

The Magistrate adjourned the case for further enquiry till Wednesday, the 7th inst., and admitted the prisoner to bail.

THE INSOLVENCY COURT.

THE following matters were disposed of by Mr. Justice Gibbs, the presiding Commissioner, yesterday :—

In re Bomanjee, Touche & Co.

The Advocate-General appeared on behalf of Dwarkadass and Narotumdass, mortgagees of some property in the insolvent's estate, and applied to the Commissioner to so far amend the order relating to the custody of the title deeds of the property, and to place them in custody of Mr. Gamble, not in his official capacity, and to direct him if he thought fit to file a suit in the Civil Court to determine who was the rightful owner. His clients were averse to going into the case freely in the Insolvent Court, as his Lordship had now power to decide as to the right of either party.

Mr. Macpherson on behalf of the official assignee argued that the deed of the property should be vested in Mr Gamble as official assignee, to be held by him until the decision of the civil suit, which Mr. Macpherson submitted the Advocate General's clients should be instructed to file.

Mr. Farran, on behalf of of Mr. Aspinall (who represents Messrs. Leo, Schuster and Co., creditors to the extent of 16 lakhs out of the total liabilities of 24 lakhs) consented to the course proposed by Mr. Macpherson.

The Commissioner ordered that the deed should remain with Mr. Gamble, not as official assignee, but as an officer of the Court, for a period of two months. That within that period the parties be at liberty to take such proceedings as they might be advised. If at the expiration of that period no steps were taken then Mr. Gamble should transfer them to the official assignee of the Court to be dealt with as he thought fit in connection with the insolvents' estate. Costs of this motion and all other costs of the matter to be disposed of by the High Court should a suit be brought or else the question of costs to be decided by the Commissioner.

A SUIT FOR DAMAGES AGAINST THE AMERICAN SHIP AUGUSTA.

THE FRENCH BARQUE ANTARES V. THE AMERICAN SHIP AUGUSTA.

(Continued from Monday's *Bombay Gazette.*)

SEVERAL other witnesses were examined for the plaintiffs, and their case was then closed.

Mr. Anstey then addressed the Court, and in the course of an able speech commented on the evidence offered in support of their case by the plaintiffs. He quoted largely from Dalton's Maritime Law in support of his contention that the French captain had not done what by the maritime laws of his country he was bound to do. He would call evidence to show that the Antares when first seen had no lights, and that it was but a short time before the collision that they were lit, and also that the collision was brought about entirely through the plaintiffs' vessel. He quoted authorities to show that the American captain adopted the rule of the road, in manœuvring as he did to keep clear of the Antares, and said he should ask the Court to dismiss the suit and discharge the warrant with costs, giving the defendants the damages they claimed in their written statement.

The following evidence was then called for the defence :—

E. S. Raynes, master and part owner of the Augusta—I have been at sea a little over half a century, and have been a master about 31 years. The Augusta is a vessel of 1,296 tons, and is owned at Newbery, Massachusetts. On the 24th October 1872 I sailed from Liverpool in the Augusta with a cargo of coal for Bombay. I had a crew of 22. That crew was perfectly sufficient for the management of the ship: she was fully manned. I remember Wednesday, the 10th of December. I remember the noon of that day. The wind was E. by S. to E. N. E., variable. I was steering S. S. E. at that time. At 3 p.m. on that day we set our topmast and topgallant stunsails: we were going a little free. At 7 p.m. the wind hauled ahead and we took in stunsail and braced the ship sharp to the wind. The wind had then got to be E. by N. to E. by S., and was baffling with light showers. On the evening of that day I gave the usual orders for lights to be lit at dusk. The steward had to light them, and the carpenter to put them in. This was the general custom. On this evening I saw them after they were put into position, and they were burning brightly. The moon was up till about 2 o'clock in the morning. I left the deck about 11 o'clock that night. Then it was fine with a light breeze from S. to E. by S. Sometimes it might have been as far as E. S. E. We were steering a S. by E. course. The vessel was going 6 knots. From 12 to 4 it was the second mate's watch. At 2 in the morning I was in my berth. I heard some conversation in regard to a sail being in sight. I came immediately on deck. The second mate was forward when I came up. I saw a sail three points on my lee bow: I should say she was nearly a mile off. The moon was just sinking behind the horizon. She might have been going behind a cloud. It was dark. I could see no lights on board the sail, before I saw the red light first but I saw none had there been any I must have seen them. It was impossible to tell which way she was heading. I looked at my sails and saw that we were going full and bye. She was on the port tack close hauled. Three to four minutes after I got on deck I saw the other vessel's red light: she was, I should say, from ½ mile to a mile off. I could see no green light. I knew then that she was crossing my bow. I gave the necessary orders to take her as much as possible off the wind. My orders were immediately carried out, and the Augusta fell off slowly. Before I gave the order the Augusta was going about 2 or 2½ knots. The wind was light and baffling. It was not as strong as when I left the deck at 12 o'clock. When I saw the light of the Antares she was heading I should think, E. N. E. Nothing further took place after that until the collision which occurred from 10 to 20 minutes after. If I had seen the light of the Antares when I first saw her I should have given the same order, and there would have been no collision. As it was we very nearly avoided a collision—within 4 or 5 feet, I should say. The Augusta's jibboom struck the Antares near the mizen mast, between that and the main. I could not tell what they had been doing on board the Antares from the time that I saw her light. When we came close to her we could not see how close to the wind she was. Assuming that they had been constantly luffing on board the Antares from the time I saw her, I cannot tell whether that would have been sufficient to cause a collision. Assuming that they clewed up the mainsail, let go the jib sheets, as well as luffed that would account for the collision. The effect in the ship by that would be to stop her way, and for that reason, I think, it would cause the collision. I could not tell whether the Antares was under control or not at the time of the collision. It was too dark for me to form any opinion. I heard the evidence given by the man Chamvon. I think I heard him state what orders I gave to the crew of my ship. I did not hear the second mate give an order to put the helm hard-a-starboard just before the collision. I did not hear him give such an order any time after I came on deck. When I first saw the light I gave the order hard-a-port, and no order either before or after. The first thing I remember the crew of the Antares doing at the time of the collision was most of them coming on board my ship. My officers and crew tried to get them on board again to separate the ships. The ships from the first were entangled as much as they could be. Her crew were on board my ship for about five or ten minutes. I cannot say exactly when they got back to their vessel. We did all in our power to free the ship. It took us from half an hour to an hour or more to get free. I cannot say how long. In the meantime the ships were grinding together, and my ship's cut-water was stoved: the bobstay, spritsail yard and jibboom and the martingale and fore-yard fore-top sail yards were carried away. The head of the ship was cut and the port bow badly cut. More or less damage was done fore and aft. After they had got clear I stood away from them, with that little wind there was to clear my ship and get her manageable. I went off from half a mile to a mile. I remained at that distance clearing my wreck. She was unmanageable. It took me about an hour more or less to do that. Before I had done so two or three of the Antares men came off in a boat. I think one of them could speak English. He spoke to me, and said he had brought the compliments of the captain of the French barque, and said that he wanted me to lay by him. I said I was doing so. After that they sent a boat again, before I had finished clearing my wreck, when it was under the ship's bows. One of the men came on deck and I told them to stay their boat as I was going to veer round as soon as I had cleared away the wreck. I did not send the boat back she stayed alongside. After clearing the wreck I wore ship and towed the boat to within two or three hundred yards. From there I could see the damage. I then told those in the boat to return and bring the rest of the crew if they wanted to come. They all went back. Within 15 or 20 minutes after that the whole of her crew were on board my ship. The captain reported to me that his ship had 5 feet of water in her hold. He said nothing more about the condition of his ship. It is untrue that after the collision I sailed away from the Antares with the intention of leaving her. Humanity prevented that. My lights were in position when I came on deck at 2 that morning. I saw my lights in position and burning brightly. The moon was nearly set. It cost me about a rupee a day per man to maintain the crew of the Antares since I took them on board—altogether about Rs. 1,000,—and it has cost me about Rs. 2,500 to repair damages caused by the collision. In addition to that I have to purchase material which will cost Rs. 900.

To Mr. Marriott—The navigation of Trinidad is not dangerous. There are variable currents at times, but not very strong. I think since leaving out of sight land we had been between the Island of Fernando-del-Sombra and Cape St. Roque. I should have thought that he would have gone on a westerly course. We burnt lights every night whether there were lights or not. The story told by the witness Cameron about the lighting of the lamps when the Antares was sighted was false. They were lit and in position.

J. W. Lang said he was second officer on board the Augusta. On the morning of the collision he had charge of the watch and the deck. He had eight men under him then. He and his watch were sufficiently strong to manage the vessel as she ought to have been. When she came on deck the wind was E. N. E., and she was going E. N. E. half E. The wind was variable until 2 a.m. that morning. He should judge that she was going between 4 and 5 knots. At 7 p.m. that evening he saw that the red and green lights were in their proper position. They were steering full and bye. It was some time after four bells a man on the look-out forward sang out "Sail ho!" He went forward and saw a vessel two points on their starboard bow. He looked for light in order to see which way she was going, but could not see one. She might have been two miles or a mile and a half off. He went forward for about five minutes and then went after and tried to make her out from the poop. He could see the sail but not a light; he went forward a second time but could not see her light. When he returned, after an absence of three or four minutes the second time he saw the captain on he poop. If she had had a light he must have seen it. About three minutes after he returned to the poop he saw a red light flash out from her; he could not tell the exact distance they were off then. The captain gave the order to put up the helm. That would have the effect of taking her fall off. She fell off slowly as there was not more than a two knot breeze at the time. The next thing that occurred was the collision. The Antares appeared to be lying up in the wind, and when in that condition a vessel was unmanageable. They did not feel the collision on board the Augusta; all they heard was the breaking up of some spars. They had to set to work and cut clear. After that she slewed round and ran into the Augusta's mizen rigging. The lamp had been taken in before the collision, but had been taken on board. They were lit and in position all the evening. The crew and captain of the Antares came on board the Augusta and stayed there ten or fifteen minutes. They could not get them away as they said the ship had five feet of water in her and was sinking. The clearing away of the wreck of the Augusta occupied until about 7 o'clock in the morning. When he went below at noon on the day of the collision, and after the observation had been taken on board, the island of Trinidad was in sight, and also at four o'clock in the afternoon when he came on deck again. They had plenty of time to save all their effects.

G. W. Jakes, chief mate of the Augusta, said that every night the lights of the Augusta were lit and put out. The steward trimmed them, the carpenter generally put them out, and sometimes the sailors. On the night of the collision the lights had been lit and put in their places. He was in charge of the watch from 8 to 12 on the night of the collision. The weather was fine, and the wind baffling. During his watch the ship was being steered by the wind. Her yards were braced sharp up on the port tack. He hove the log about 11 o'clock, and she was going about 4½. At 12 o'clock he was relieved by the second mate. Later in the morning he heard a noise, and coming on deck he found the two vessels in collision. He found the crew of the Antares on deck. Their captain said the ship was sinking and had 5 feet of water in her hold. He sent them back again to their ship to get the ships apers. It took an hour to get them quite clear. Witness saw the carpenter take in the light in the mizen rigging before the Antares ran into them.

Thomas Lane, the carpenter of the Augusta, said that it was the custom always to put the Augusta's lights out before 8 P.M. He used sometimes to put them out in their places. On the night of the collision he did not put them out, but he saw the starboard light burning. He heard the captain give the order to put the helm hard up, the mizen yard was squared, and the spanker run down. The vessel began to fall off slowly. He saw the red light of the other ship. She did not appear to have any way on her.

George Heinen said on the night of the collision he was at the wheel till two o'clock a.m. Soon after he had given up charge to another man he was told to take it again as the other man did not understand English, and a vessel had been reported on the starboard bow. About five minutes after he had taken the wheel for the second time the captain came on deck. Five or ten minutes after he saw the red light of the other ship. He was ordered by the captain to put the wheel hard up. He put it up, and kept it so. The captain ordered the mizen yard to be squared and he (the captain) himself let the spanker sheet go and ran on the poop and let go the halliards. The ship commenced to pay off slowly.

G. W. Russell, a seaman, the steward of the Augusta and one or two other witnesses gave corroborative evidence, and the defendants' case was then closed.

Mr. Marriott addressed the Court on behalf of the plaintiffs, and was followed shortly by Mr. Lang for the defence.

The Lordships then adjourned till 11 o'clock to-morrow, when judgment will be given.

INDIAN ITEMS.

THE Jute Commissioners, Mr. Anstruther and Babu Hemchandra Ker, have arrived at Dacca.

CAPTAIN G. BUTCHER, Commanding the India General Steam Navigation Company's steamer Pioneer, died at Dacca on Monday last of fever, after only a short illness.

A CURIOUS CASE OF MURDER.—Some time ago the police received information that a woman had been abducted from Kaligbat. On enquiry it was ascertained that she had been murdered, put into a chest, and despatched up-country. Three men, who were suspected of the murder, were arrested by the police, and one of them offered the Superintendent of Police a thousand rupees as a bribe to let him off. The officer took the money, and made the same over to the magistrate. The defendants were arraigned before the magistrate of Sealdah the other day. There being no evidence against the defendants, the case was dismissed. The magistrate ordered the thousand rupees to be confiscated.—*Englishman.*

A SHOCKING TRAGEDY.—We have received some particulars of a shocking tragedy which has taken place at Navadoipa. A young wife, a girl about thirteen years of age, has been foully murdered, and the body has been sent to Kishnaghur for *post mortem* examination, and the husband of the girl placed under arrest on suspicion of being the murderer. The real cause of the crime is not known with certainty; but it is said that the husband desired to get her out of the way, as she had discovered him in illegal association with the wife of his elder brother, and threatened to reveal the fact. The girl seems to have been killed by two or more strokes with a kataree on the back of the neck. She must have made some attempts to ward of the deadly blows, as the palm of her hand was cut, and the thumb almost severed from her hand. Of course the guilt of the husband has yet to be proved, though suspicion and the circumstances of the case appear to beleaguer him.—*Indian Daily News.*

HEADS OF INTELLIGENCE.

(*Home News*, April 11.)

BOTH Houses of Parliament have adjourned over the Easter recess till April 21.

In a long debate in the Commons on the subject of the Euphrates Valley Railway as an alternative route to India, a motion by Sir George Jenkinson that the recommendation of the select committee on this subject to Her Majesty's Government is well deserving of attention with a view of this being carried out, was ultimately rejected. The East India Stock Dividend Redemption Bill has been recommitted. The Chancellor of the Exchequer has made his financial statement, in which a surplus of £5,895,000 is shown to the credit of the revenue. He proposes a reduction of one-half of the present duties on sugar, and one penny off the income-tax.

There has been a debate in the House of Commons upon the attempt to impose additional charges by the Suez Canal Company. It is being resisted by England, Austria, and Italy.

Great preparations are making for the opening of the Vienna Exhibition. The Crown Prince and Princess of Germany will be present. The Emperor of Germany will leave Berlin on a visit to the Czar at St. Petersburg next week. He will be accompanied by Prince Bismarck and Count Moltke.

M. Buffet has been elected to the Presidency of the French Assembly in place of M. Grévy.

Disturbances continue in Spain, and engagements between the Republican troops and the insurgents take place daily. The Carlists have executed sixty-seven volunteers, and are obtaining good supplies of heavy ammunition.

The Pope has been suffering from illness during the last few days, but is now said to be recovering.

Brigham Young has abdicated, and is about to proceed with a body of his followers to San Francisco.

The Court has left Windsor for Osborne.

His Royal Highness the Prince of Wales has concluded his visit to Lord Carington at Melton Mowbray, and returned to Marlborough House for a few days, since which, with the Princess, he has left town for Sandringham.

The Duke of Edinburgh has gone to the Continent, and will visit the Vienna Exhibition, where he will be joined by the Prince of Wales and the British Commissioners and their Staff.

Sir Alfred Power has been nominated a K.C.B.

The health of Sir John Kaye has so much improved that he is expected to be able to resume his duties at the India Office shortly after Easter.

A baronetcy has been conferred on Mr. George Kinloch, of Perth, and Lord Inchiquin has been chosen as a peer to sit in the place of the late Lord Kilmaine.

The Judicial Committee of the Privy Council have dismissed the appeal of Rajah Debendro Narain Roy *v.* Coomar Chunder Nath Roy, and that of Roy Nundi-Lall Matta *v.* Kartick Nath Pendy, with costs.

Mr. William Alexander Roberts, a member of the Stock Exchange, has been examined before the Lord Mayor, charged with uttering a forged draft for £11,500 with intent to defraud the Consolidated Bank, and has been remanded.

Professor Anstead has met with a serious accident by being thrown out of a pony phaeton; but it is hoped he will recover.

The Countess of Coventry has met with severe injuries by a fall from her horse while hunting.

The Hon. Captain Corry, a nephew of the late member, has been returned in the Conservative interest for the county of Tyrone by a majority of thirty-six. It was the first time of the ballot in an Irish county, and 6,000 electors voted.

George Bidwell and Edwin Noyes have been again remanded for the Bank of England forgeries. The evidence becomes more strong against all the accused. Great satisfaction is felt that the American Government has sanctioned the surrender of Austin B. Bidwell by the Cuban authorities. Macdonnell has been remanded by the New York Commissioner, to afford time for the arrival of the proofs from London, and there is every probability that all four of the gang will shortly be brought before the Lord Mayor at the Mansion House.

Investigation into the causes of the loss of the Atlantic steamer is still proceeding, and there is evidence that the captain made a serious mistake in his reckoning.

Mr. Charles Collins, the brother of Wilkie Collins, and son-in-law of the late Charles Dickens, died on April 8.

The Indian Finance Committee has examined Mr. J. M. Maclean, of Bombay, and Mr. Goodliffe, late Accountant General in the India Office, who gave it as his opinion that the present system of keeping the accounts is thoroughly unsound and unreliable.

OBITUARY OF THE WEEK.—General Hon. H. F. C. Cavendish; R Clerk, late Mad. C.S.; Baron Dowleans, late of Calcutta; Col. C. H. T. Hecker, late 15th Hussars; Major T. H. Radcliff, Paymaster, Rifle Brigade; Col. W. L. Tudor, 56th Regiment; the Marchioness of Waterford; F. B. Hollinshead, late 12th Lancers; Capt. W. G. Annesley, 6th Regiment; Capt. L. R. Barron, late 9th Lancers; Mr. C. Collins; E. Smalley, Esq, late Mad. C.S.; Rev. R. Murphy, Mad. Est.; Lieut. H. M. Playfair, Mad. Rst.; Col. C. H. Boldero, late M. P.

THE USE AND ABUSE OF STRONG DRINKS.

TO THE EDITOR OF THE "PALL MALL BUDGET."

SIR,—Allow me, no teetotaller, but one of those who, while approving of stimulants as an occasional medicine, wholly disapprove of them as a drink, to add my little word to the weighty words of Sir Henry Thompson which appeared in the newspapers a few days ago; especially with regard to my own sex and my own rank in life. I am the middle-aged "house-mother" of a tolerably large household—matron and mother, brain-worker besides, having written books for a quarter of a century. I have a wide social circle, and, I hope, a not narrow influence in my parish and neighbourhood. My creed from my youth has been that water is the best and only drink, and that alcohol, as a rule, is not necessary to either man, woman, or child, except as a medicine, and then only in very limited quantities, to be discontinued, like medicine, as soon as the need for it is ended. The experience of a not over easy life has confirmed this. But see how different is my observation. I go out to luncheon after luncheon, to London this letter, Sir. I give you my name, but to the public it matters not. I am neither a man nor a philosopher, but

ONLY A MOTHER.

March 29.

MATRIMONIAL MARKET.—"A dowry of 8,000*l.*, good expectations, and a very old and sick father," are among the recommendations of "a young lady of good family" advertising for a husband in a continental newspaper.—*Graphic.*

Father Hyacinthe, in his third lecture at Geneva, protested against the dogma of Infallibility, and declared that if priests were to be regarded as mediators between God and man, he would himself abjure both the priesthood and Catholicism.

NOTICES.

THE NEW HATS introduced by J. ELLWOOD & SONS, also their PATENT AIR CHAMBER HATS and REGULATION HELMETS, can be had in every variety, of BRIGGS, BRYMER, & Co., 98, GRACECHURCH STREET, E.C., LONDON.

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is obtained by the use of ROWLANDS' KALYDOR, which allays all irritation and tenderness of the skin, removes cutaneous disfigurements, freckles and tan, and imparts a healthy and blooming appearance to the complexion and skin. During the heat and dust of Summer especially, and in cases of Sunburn and STINGS of INSECTS it is of the utmost use. Price 4s. 6d. and 8s. 6d. per bottle. Ask for "Rowlands' Kalydor," and see that their signature is in red ink on every bottle, as theirs is the only genuine.

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are indispensable to personal attraction, and to health and longevity by the proper mastication of food. ROWLANDS' ODONTO, or PEARL DENTIFRICE, preserves and imparts a pearl-like whiteness to the teeth,